

New York State Downtown Revitalization
Initiative Strategic Investment Plan

The Village of Ossining

Mid-Hudson REDC | July 2022



Village of Ossining
DOWNTOWN REVITALIZATION INITIATIVE



**Downtown
Revitalization
Initiative**

New York State Downtown Revitalization Initiative Strategic Investment Plan

The Village of Ossining

Mid-Hudson Regional Economic Development Council | July 2022

Local Planning Committee

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All photos in document were taken by the consultant team or provided by the Village of Ossining, unless otherwise identified.

Foreword

Downtowns define our cities and regions with their energy and diversity, as well as their artistic, cultural, and historical assets. Vibrant downtowns serve as anchors and catalysts for local and regional growth, and they epitomize what we refer to as a ‘sense of place.’ These enduring qualities attract businesses, jobs, residents, and visitors and provide the critical infrastructure and diverse tax base necessary to foster broader and more inclusive growth.



People and businesses are once again recognizing the tremendous value downtowns offer to residents, communities and regions.

Despite their tremendous value to our society and economy, downtowns suffered decades of disinvestment, economic decline, and community despair with the advent of sprawl and de-industrialization. But people and businesses are once again recognizing the tremendous value downtowns offer to residents, communities, and regions. With that renewed appreciation, many downtowns are beginning to revamp and reinvent themselves. With Governor Kathy Hochul’s leadership, there is a new era of rebirth, revitalization and redevelopment occurring throughout New York State. Communities are creatively leveraging their proud heritage, not as a whimsical look backward to a bygone era, but as a catalyst for a brighter future. And yet, obstacles remain, as does the need to accelerate and ensure equitable revitalization and build communities that are more climate resilient. This is where the DRI comes into play.

Recognizing both the potential and the challenges of our urban centers, the State launched a major new initiative in 2016: the Downtown Revitalization Initiative (DRI). The DRI effectively accelerated and expanded the revitalization of downtowns and neighborhood centers to serve as centers of activity and catalysts for investment in all ten regions of the state. The DRI represents an unprecedented and innovative “plan-then-act” strategy that couples strategic planning with immediate project implementation.

In the first five rounds of the DRI, the State committed \$600 million to invest in downtowns that are ripe for revitalization and have the potential to become magnets for redevelopment, business development, job creation, greater economic and housing diversity, and opportunity. Each year, the Regional Economic Development Councils (REDC) select ten downtowns to receive \$10 million each. For DRI 5, each region received \$20

million, with the REDCs selecting either two \$10 million awardees or one \$20 million awardee to refine a vision and strategy for revitalization and to implement projects that show the greatest potential to improve the economic and social vitality of their downtown areas. The projects realized through DRI grant funds in turn catalyze multifold additional investments and projects, creating the momentum and progress necessary to sustain a long-term successful revitalization effort. The excitement and community pride generated by the DRI are clear and palpable.

The nineteen communities selected in DRI 5¹ will continue to address the impacts of COVID-19, building on recent recovery and adding resiliency to absorb future shocks. They demonstrated a clear readiness to undertake DRI as a whole community, pursue a vision and recommend project selections to make DRI investments in their communities impactful and sustainable.

The DRI also presents an opportunity to address another looming, omnipresent and global crisis: climate change. Downtowns are inherently climate friendly. Their compact, mixed-use, and pedestrian/bike/transit-friendly design reduces car use and dependence, thus reducing automobile greenhouse gas emissions. Due to high demand from the concentration of population and industry, downtowns provide fertile ground for the proliferation of renewable energy resources, energy efficiency and mass electrification of both buildings and vehicles—all to “de-carbonize” our communities and the State. These climate benefits are helping achieve the nation-leading climate goals contained in the landmark Climate Leadership and Community Protection Act of 2019 (CLCPA).

In furtherance of these goals, certain DRI projects will now be required to achieve a higher level of energy efficiency and renewable energy use. DOS has forged mutually supportive

¹ DRI communities selected in Round Five include: Troy, Tannersville (Capital Region); Gloversville, Little Falls (Mohawk Valley Region); Syracuse, Oneida (Central New York Region); Chinatown (New York City Region); Amityville, Riverhead (Long Island Region); North Tonawanda, Buffalo (Western New York Region); Haverstraw, Ossining (Mid-Hudson Region); Endicott, Norwich (Southern Tier Region); Rochester, Newark (Finger Lakes Region); and Tupper Lake, Massena (North Country Region).

There is no cookie-cutter formula for our urban centers. Each one is unique—a different vibe, heritage, culture; a whole different story to tell if we listen carefully enough.

partnerships with both the New York State Energy Research and Development Authority (NYSERDA) and the New York Power Authority (NYPA) to support carbon-neutral projects and the siting of electric vehicle charging stations in downtowns, respectively. To advance the overarching emphasis in the CLCPA on equity and climate justice, certain DRI projects will need to address housing affordability.

Downtowns are complex, multi-dimensional systems that require a highly collaborative, partnership-based form of governance. Recognizing this challenge, the DRI process integrates a combination of community-based strategic planning, inter-agency project support, inter-governmental collaboration and public/private leveraging of outside investments.

The DRI strategic planning process is led by Secretary of State Robert J. Rodriguez and facilitated by staff from the Department of State's Office of Planning, Development and Community Infrastructure, NYS Homes and Community Renewal and Empire State Development. This highly collaborative, multi-agency effort mobilizes the full complement of resources available from state agencies, tapping into their expertise, technical assistance, and project management skills as necessary. Through each DRI planning effort, a Strategic Investment Plan is developed, which sets forth a clear vision for the downtown, as well as goals and strategies to accomplish the vision and catalytic projects.

A Local Planning Committee identifies the slate of viable, transformative, and catalytic projects that show the greatest potential to contribute to overall revitalization. The most catalytic projects that are collectively transformative receive DRI funding, while the State works with the community to attract and leverage funds from other sources, both public and private, for the remaining projects.

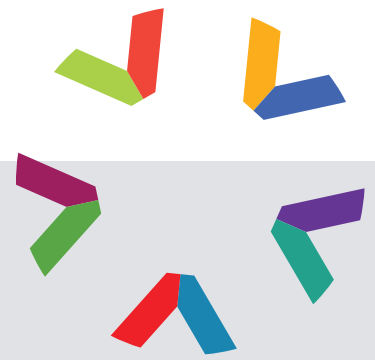
The DRI is much more than a one-off grant. First, the projects are not selected in a vacuum; rather, they are synergistic and catalytic, working in concert with one another and contributing exponentially, not just additively, to the upward

cycle of vibrancy and revitalization that the DRI sets in motion. Second, the positive momentum created by the DRI continues well after the Plan is done and projects are awarded. The DRI process is designed to generate exponential effects that assist the community with leveraging additional public and private investments that, in turn, create a self-perpetuating cycle of revitalization. That's what sets the DRI apart from all other urban revitalization initiatives.

Downtowns are a place to connect, eat, shop, drink, learn, absorb, innovate, observe, and interact—a cultivator of human ingenuity and entrepreneurial spirit. They offer public gathering spaces that allow people of all ages, incomes, backgrounds, and abilities to interact safely and comfortably while appreciating the diversity of city life.

There is no cookie-cutter formula for our urban centers. Each one is unique—a different vibe, heritage, culture; a whole different story to tell if we listen carefully enough. Through its focus on placemaking, the DRI treats and respects each downtown as its own special place.

The DRI represents the crown jewel of smart growth programs in NYS. Its emphasis on the "Four E's" of Smart Growth—Economy, Equity, Environment and Energy—ensures that multiple policy goals and priorities are achieved under one integrative umbrella. The DRI is accomplishing its overarching goal of supporting local and regional economic development and quality of life. The program has proven to be remarkably adaptable, pivoting to both new and ongoing challenges, such as the COVID-19 pandemic, climate change, housing affordability, and socio-economic equity. In this respect, the DRI is even more relevant and imperative now than it was when it began six years ago. And its past, present and future provide a bright beacon light for the State's communities and regions moving forward.



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Executive Summary



Executive Summary

In December 2021, the Village of Ossining was awarded \$10 million in New York State funding through the Downtown Revitalization Initiative (DRI). Launched in 2016, the DRI program is a comprehensive approach to boosting local economies by transforming communities into vibrant neighborhoods where the next generation of New Yorkers will want to live, work, and raise a family. In light of the impact that COVID-19 has had on communities, it is more important than ever to support the revitalization of downtowns and their businesses, infrastructure, and other critical community assets. Now, in its fifth year, the DRI program is investing \$200 million in 19 downtowns. The Village of Ossining was selected as one of two winners from the Mid-Hudson region. Together with the Village of Haverstraw, both communities were recognized for their potential to become magnets for redevelopment, business, greater economic and housing diversity, and opportunity.

The Village of Ossining is a diverse and engaged community located in Westchester County. Rich in history and natural beauty, the Village has a unique sense of place, having been developed along the scenic Hudson River waterfront in connection to the Sing Sing Prison. The Village's recent revitalization efforts have leveraged its abundant assets while also recognizing the legacy of public policies, such as redlining and urban renewal, that have divided the community. These efforts are bearing fruit, as evidenced by new business investment in Downtown Ossining and the development of new housing on strategic sites. The Village's 2021 Comprehensive Plan Update, recent regulatory

changes, and investments in its downtown have laid the groundwork for growth that is inclusive, sustainable, and resilient.

The purpose of this Strategic Investment Plan (DRI Plan) is to realize the vision that the Village of Ossining, the Local Planning Committee (LPC), and the broader community have articulated for the future of Downtown Ossining by identifying transformative and catalytic projects that maximize community benefits, enjoy strong community support, and can be implemented in the near term. Taken together, the projects identified in this DRI Plan will jumpstart a new phase of revitalization in Downtown Ossining.



This DRI Plan provides an analysis of existing assets and opportunities in Downtown Ossining. It also establishes the vision, goals, and strategies that will guide the implementation of the projects recommended for DRI funding. Throughout the DRI planning process, the Village of Ossining and the Local Planning Committee collaborated with a team from the New York State Department of State (NYS DOS), Empire State Development (ESD), New York State Homes and Community Renewal (NYS HCR), and the New York State Energy and Research Development Authority (NYSERDA) as well as private sector consultants to identify, refine, and finalize a list of recommended projects. Input from the Ossining community was essential to the DRI planning process—and will remain so during the DRI Plan’s implementation.

The community was encouraged to submit potential projects and ideas through an Open Call for Projects. The Village of Ossining’s DRI application also identified several potential projects. Together, this preliminary slate of projects was evaluated by the LPC, which considered each project’s alignment with the vision and goals for Downtown Ossining, transformative and catalytic potential, readiness

and feasibility, sponsor capacity, public support, economic benefit, and community benefit. The LPC recommended a total of 10 projects for DRI funding. These projects represent a total investment of \$27.9 million in Downtown Ossining, including \$13.1 million in total DRI funding requests and \$14.8 million in leveraged public, non-profit, and private investment—with the potential to catalyze greater investment in the future.

The recommended projects establish a strategic approach to downtown revitalization, with strong synergies between projects, creating the potential for an impact greater than the sum of its parts. Each project is a carefully considered piece of the puzzle for the revitalization of Downtown Ossining. Collectively, the strategies and projects in the DRI Plan will enhance the quality of life for both downtown and Village residents, connect the Main Street corridor to the waterfront, attract more residents and visitors to Downtown Ossining, and build the infrastructure that supports existing businesses and leverages new growth and development. Together, these projects will spur further revitalization that benefits all of the Village of Ossining, far beyond the DRI area.

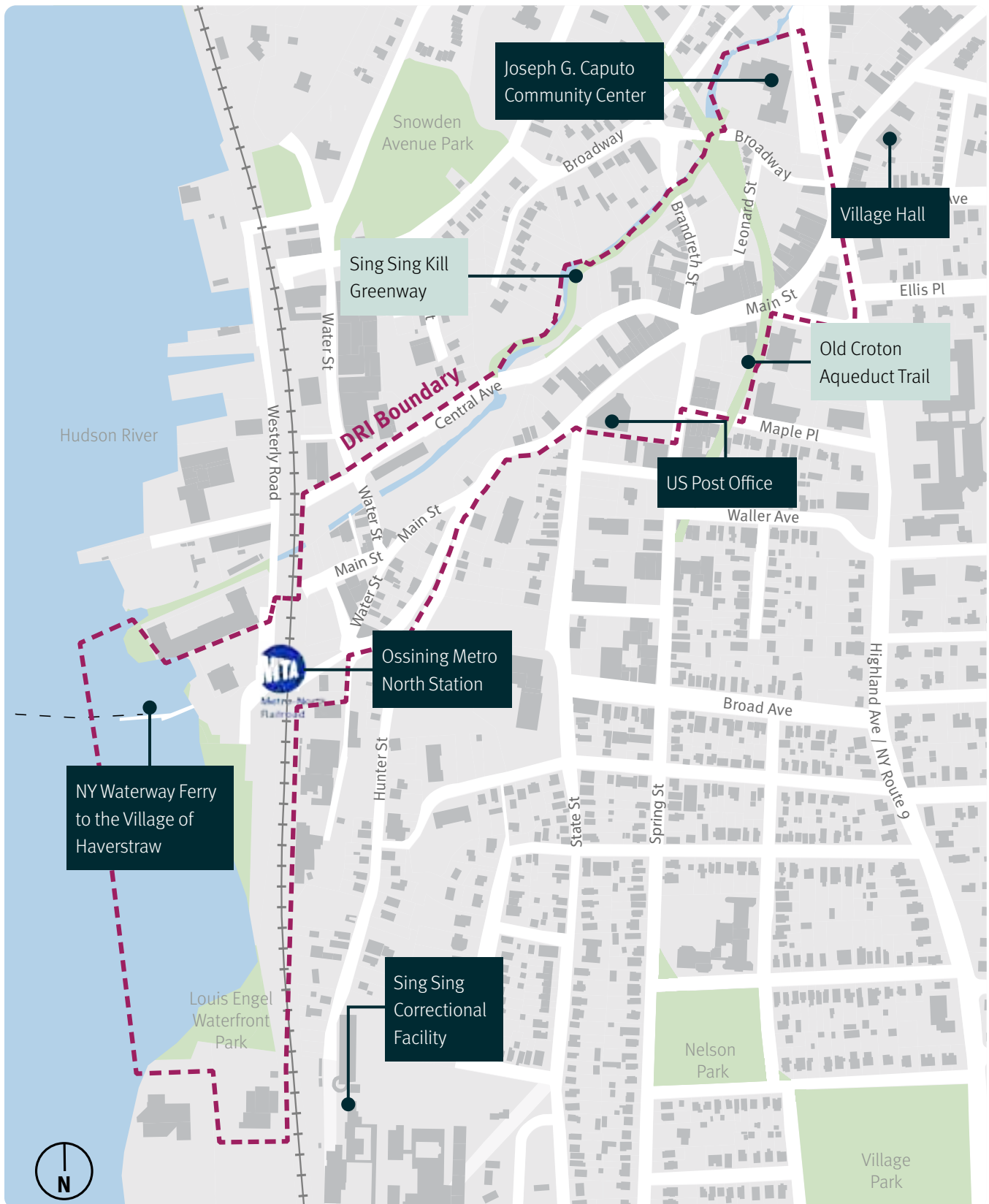
Village of Ossining DRI Area

The Ossining DRI area was chosen to strengthen the Village’s historic Main Street corridor and waterfront while also improving connections between these assets.

The Village of Ossining’s DRI boundary extends a half-mile from the Hudson River waterfront to the intersection of South Highland Avenue/Route 9 and Main Street. This area was chosen with an eye toward strengthening the Village’s historic Main Street corridor and public waterfront while also improving connections between these two assets, which are separated by a steep hill, as is characteristic of many Hudson River towns. The DRI area also encompasses the Ossining Metro-North Station and several Village-owned properties, which present unique opportunities for public-private partnerships that would spur transit-oriented development and create benefits beyond the DRI area.

Main Street is the commercial hub of Downtown Ossining and is an active, high-traffic commercial corridor consisting of residential uses, various retail and service businesses, and civic, financial, and community services. It is bisected by Spring Street and Brandreth Street at the historic “Five Corners” intersection. The waterfront portion of the DRI area stretches from Henry Gourdine Park to the Sing Sing Correctional Facility. It also includes the Ossining Metro-North Station, a historic residential neighborhood, and new housing opportunities. A ferry connecting the Village of Ossining to the Village of Haverstraw docks within the DRI area.

DRI Area



Critical Issues and Key Takeaways

The following critical issues and key takeaways, including both opportunities and challenges in the DRI area, helped inform the DRI vision, goals, and strategies as well as the recommended projects in the Village of Ossining.



Opportunities

- 1 **The proximity of the DRI area to a Metro-North Railroad station** and its accessibility to the job markets in New York City make the Village of Ossining a desirable place to live.
- 2 **The population of the DRI area has been rising** over the past decade, reflecting the desirability of the area as a place of residence and its potential to attract real estate developers seeking to invest in growing communities.
- 3 With its large Hispanic or Latino and Black or African-American populations, **the DRI area is a diverse community** whose varied cultural traditions help create a more vibrant downtown.
- 4 With **proximity to the Hudson River waterfront** and its network of trails and parks, the DRI area offers residents a variety of options for both passive and active recreation.
- 5 The Village's locally owned businesses, architecturally significant buildings, and historically significant sites, create a **strong sense of place and identity** that is unique in Westchester County.



Challenges

- 1 **The connectivity of the Village's historic downtown to the waterfront is compromised** by distance, grade changes, and limited pedestrian infrastructure. The public waterfront is also interrupted by Sing Sing Correctional Facility.
- 2 Even though the median income of DRI area residents has been rising over the past decade, there remains a **significant population living below the poverty line** with limited opportunities for economic advancement.
- 3 Although the Village of Ossining has a commercial center, there are **few large employers located in the Village**, and residents of the DRI area broadly need to pursue employment opportunities outside of the Village.
- 4 Both renters and homeowners face **high levels of housing cost burden** as measured by the amount of their incomes they spend each month on housing costs. Although housing costs are high throughout the New York Metro Region, a greater share of residents in the DRI area are cost burdened than those living in the Village of Ossining or Westchester County. Over the last two years, the pandemic has further intensified housing challenges in the Village of Ossining as home sales prices have risen in response to the increased demand for single-family homes and limited inventory of high-quality housing throughout the New York Metro Region.
- 5 Given the **limited amount and connectivity of public transportation**, access to the DRI area broadly requires visitors to arrive by automobile even though **parking is in limited supply**.
- 6 **Low elevation at the waterfront**, and projections for sea level rise, results in **flood prone areas and challenges for developing waterfront properties** that are resilient.



Downtown Vision

The Village of Ossining envisions its downtown as a **vibrant, diverse, and walkable** district that connects the historic Main Street corridor to the beautiful Hudson River waterfront. The revitalization of Downtown Ossining will leverage its existing assets—**abundant public amenities and access to transit, an innovative and entrepreneurial business community, and engaged residents who share a commitment to building a more just society**—to strengthen the local economy and expand opportunities for residents and visitors alike to live, work, and play. By fostering economic development that is **inclusive, sustainable, and resilient**, the Village will preserve its rich cultural and socio-economic diversity while creating an even better tomorrow.

Goals and Strategies

Transportation



Improve walkability and connectivity within Downtown Ossining, which has a steep hill, by implementing improvements that will enhance safety for pedestrians and bicyclists and promote transit ridership while considering the need for parking to accommodate the existing and future demand.

Strategies

- › Implement streetscaping and wayfinding improvements to enhance the pedestrian experience and support pedestrian circulation between the public waterfront, the Ossining Metro-North Station, and the Main Street corridor.
 - › Leverage planned projects—namely the Five Corners intersection improvements and the Route 9 Road Diet—that will enhance safety, access, and circulation for all roadway users, including pedestrians, bicyclists, and drivers.
 - › Invest in sustainable transportation infrastructure and promote multi-modal access to Downtown Ossining, with a focus on electric vehicle charging, electric bicycle facilities, and expanded ferry service.
-

Economic Development



Strengthen the local economy by leveraging Downtown Ossining's existing assets to attract visitors and foster economic development that is inclusive, sustainable, and resilient, so that the area continues to reflect the Village's cultural and socio-economic diversity.

Strategies

- › Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- › Support the repurposing and reactivation of vacant or underutilized buildings with new businesses that create new job opportunities and increase tax revenue.
- › Implement public realm improvements that strengthen Downtown Ossining's unique sense of place and make it an attractive destination for businesses, residents, and visitors.

Housing



Encourage the creation of mixed-income housing in Downtown Ossining through public-private partnerships that result in rehabilitation of existing buildings and construction of new mixed-use, transit-oriented buildings on certain strategic sites.

Strategies

- › Leverage publicly owned properties and resources to promote the development of mixed-income housing with active ground floor uses and strong connections to public transit.
 - › Support public-private partnerships to help ensure that new private development incorporates improvements that serve the public and strengthen Downtown Ossining.
 - › Maintain and upgrade public infrastructure to support future growth in population and density.
-

Open Space, Recreation, and Culture



Enhance the abundant public amenities within Downtown Ossining—including the waterfront, green spaces, and the Community Center—and encourage a vibrant sense of place through outdoor dining, public art, and cultural programming events.

Strategies

- › Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.
- › Celebrate the Village of Ossining's history and culture through the renovation of downtown buildings.
- › Leverage the scenic waterfront, access to the Hudson River, and close relationship with the Village of Haverstraw to expand tourism and strengthen the Village of Ossining as a destination.

Implementation and Management

A mix of public, private, and non-profit entities will be responsible for the implementation and administration of the funded projects.

The Village of Ossining is the project sponsor for seven of the ten recommended projects. DRI project implementation will be led by the Office of the Village Manager with support from other Village departments, including the Planning Department, Public Works, the Building Department, and the Recreation and Parks Department. Some of the proposed DRI projects may also involve coordination with private development firms. The Village has substantial experience implementing various infrastructure projects and complex private development projects, which will translate to DRI project implementation. With a deep bench of experienced staff professionals and elected officers, the Village has a strong track record of translating vision to reality and will make use of existing management structures to guide downtown revitalization in a fiscally sustainable manner.

The remaining three recommended projects are sponsored by the Town of Ossining, Brandreth Central Realty Corp (Fan Family), and the Sing Sing Prison Museum. Within the Town of Ossining, project implementation would be led by the Office of the Town Supervisor, in partnership with the Recreation and Parks Department. Brandreth Central Realty Corp has owned and managed the building for which DRI funding is requested for over 40 years and has already engaged a local design and project planning firm, who will continue to support the project. The Sing Sing Prison Museum is led by a leadership team with decades of experience in museum development and management, and it has numerous project partners committed to the development of this project.



Henry Gourdine Park

Projects Recommended for DRI Funding



Transform the Joseph G. Caputo Community Center

DRI Funding Request

\$2,500,000

Total Project Cost

\$5,941,000

Transform the Community Center into a state-of-the-art facility for intergenerational recreation and learning that will create opportunities for innovative STEM programming while providing expanded and improved space for sports for children, adults, and seniors.



Preserve and Adaptively Reuse the Historic Bank Building at 200 Main Street

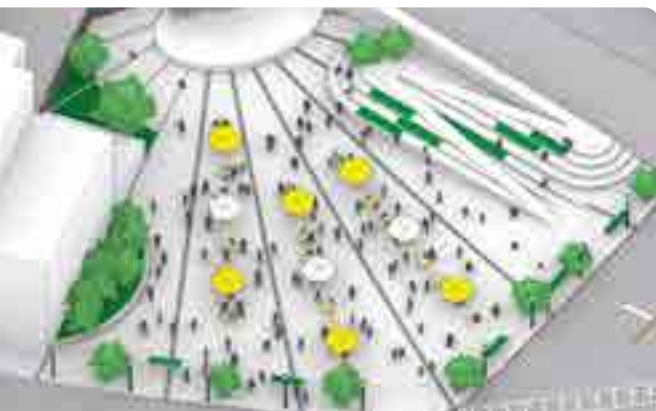
DRI Funding Request

\$1,564,000

Total Project Cost

\$1,564,000

Renovate a vacant, architecturally significant (Beaux-Arts style) building at 200 Main Street to be ready for complete fit out by a future tenant.



Enhance and Expand the Market Square Public Plaza

DRI Funding Request

\$2,000,000

Total Project Cost

\$2,000,000

Design and construct a new public plaza to include new seating and landscaping.



Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development Downtown

DRI Funding Request

\$3,000,000

Total Project Cost

\$11,722,000

Build a multi-modal transportation center to provide approximately 240 vehicle parking spaces and bicycle infrastructure to support infill development in Downtown Ossining. The center will generate renewable energy via a rooftop solar array and the design will be consistent with the historic character of the Main Street corridor.



Preserve and Revitalize the Historic Olive Opera House Building

DRI Funding Request

\$1,500,000

Total Project Cost

\$3,071,000

Conduct exterior renovations and restorations and retrofit the interior of the building to allow for flexible workspaces, studios, and a performance space with modular stage.



Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining

DRI Funding Request

\$600,000

Total Project Cost

\$697,000

Develop prototype exhibition materials for the Sing Sing Prison Museum Preview Center, which will include exhibits about the Prison and serve as a hub for collaboration for various organizations to address the criminal justice system in society.



Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity

DRI Funding Request

\$857,000

Total Project Cost

\$857,000

Enhance connectivity from Main Street to the Station Plaza neighborhood through improved streets, widened sidewalks, and placemaking.



Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset

DRI Funding Request	Install three rock ramp fish ladders accompanied by educational and interactive signage throughout the existing and to-be-extended Sing Sing Kill Greenway.
\$375,000	
Total Project Cost	
\$400,000	



Upgrade the Louis Engel Waterfront Park Performance Space

DRI Funding Request	Replace the existing stage with a new, covered state-of-the-art performance space to accommodate performances in inclement weather and draw locals and visitors to the waterfront.
\$600,000	
Total Project Cost	
\$1,200,000	



Expand Haverstraw-Ossining Ferry Service to Weekends

DRI Funding Request	Implement a joint pilot project between the Villages of Ossining and Haverstraw to provide ferry service on weekends between April and October of 2024.
\$100,000	
Total Project Cost	
\$490,000	



Downtown Profile and Assessment

Downtown Profile and Assessment



Overview of Downtown Ossining

Located in Westchester County, the Village of Ossining is a vibrant community that is racially and economically diverse. Stretching from the top of Main Street to the public waterfront, Downtown Ossining is characterized by steep hills. It encompasses the commercial hub along upper Main Street, the commuter railroad station, and scenic parkland along the Hudson River. In addition to being a commercial hub, the historic Main Street corridor is home to important community resources, such as the Market Square public plaza, and residential uses. Main Street leads to the Ossining Metro-North Railroad Station (Metro-North) and the New York Waterway Ferry to the Village of Haverstraw. In addition to Market Square, other important community resources and services located within or adjacent to the downtown include the United States Post Office, the Joseph G. Caputo Community Center, Village Hall, the Ossining Public Library, Ossining High School, the Village of Ossining Police Department, the Ossining Fire Department, and the Sing Sing Correctional Facility. These facilities contribute to the character of Downtown Ossining.

The historic Main Street corridor is surrounded by residential neighborhoods that are home to a diverse population. A range of housing types are available throughout the Village, including single-family homes and multi-family developments that are affordable, mixed-income, and market-rate. A substantial portion of the residential uses within the Village are two-and-three-family residences. While some residences are located within walking distance

of the downtown, the majority are located more than a quarter mile from the Ossining Metro-North Railroad Station (east of State Street).

At the start of the COVID-19 pandemic in 2020, the Village sought ways to support affected families and businesses within the Village. Local businesses struggled while their doors were closed to the public and the Ossining Innovates! program, which supports local entrepreneurship, began offering resources to businesses navigating the new economic challenges caused by the pandemic. That said, retailers within Downtown Ossining had already been facing challenges due to the rise of regional malls and online shopping. These challenges are compelling local government and the business community to look creatively at how traditional retail uses within Downtown Ossining should evolve so that the area can serve as a place for residents, commuters, and visitors to live, shop, dine, and recreate.

In recent years, the Village of Ossining has invested in extensive planning efforts aimed at revitalizing downtown and promoting redevelopment, business growth, job creation, and housing diversity. These recent and ongoing planning efforts, coupled with an engaged community, set the stage for the DRI planning process. With targeted DRI investments, Downtown Ossining has the potential to thrive as a vibrant center of activity and a driver of local economic development.

Village of Ossining DRI Area

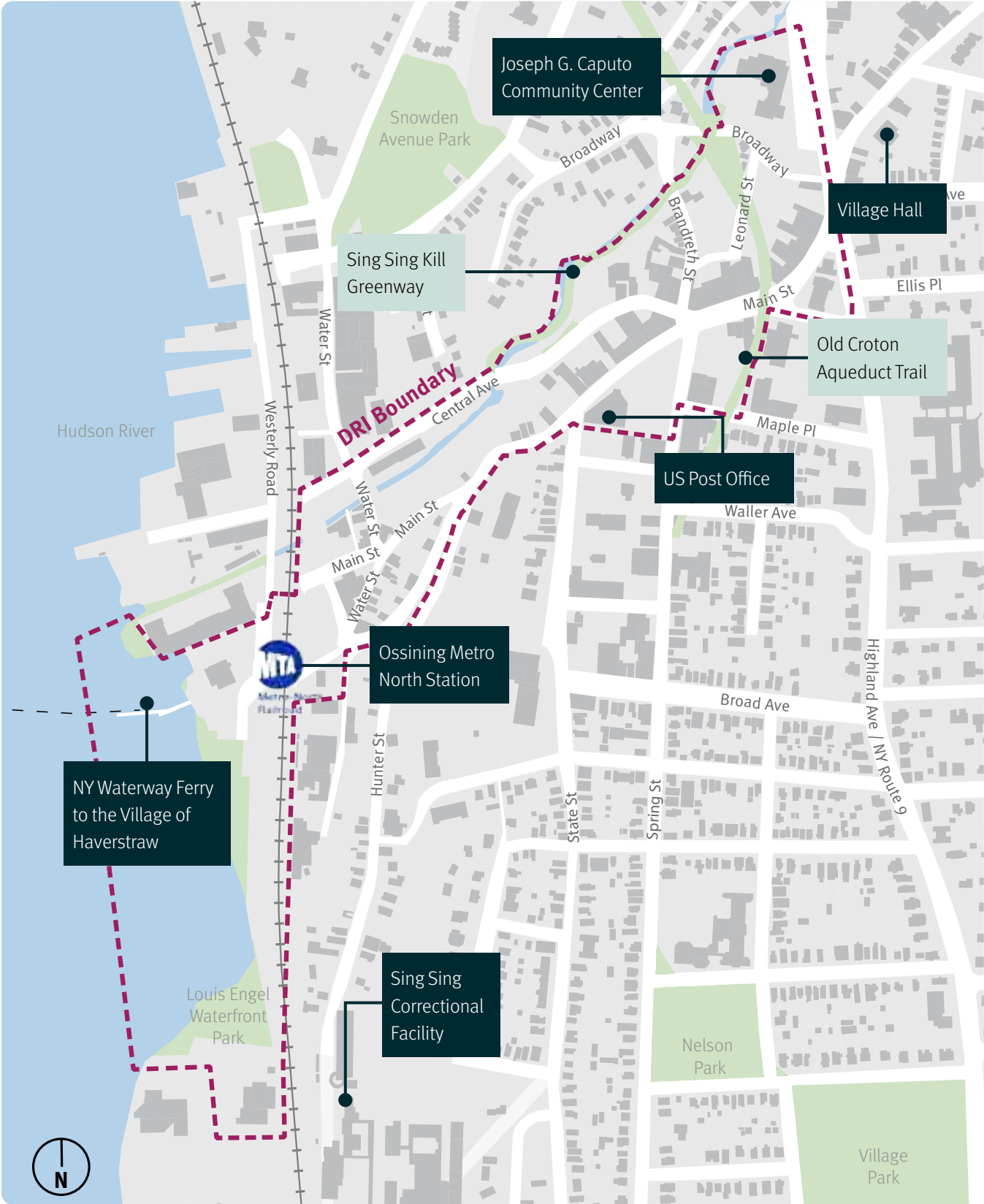
The DRI area, shown in the map on the next page, includes an approximately half-mile mixed-use corridor centered along Main Street, which runs westward from South Highland Avenue/Route 9 towards the Hudson River waterfront. Main Street is bisected by Spring Street and Brandreth Street at the historic “Five Corners” intersection and by the Metro-North railroad tracks. The DRI area also stretches along the Hudson River waterfront from Henry Gourdine Park to the Sing Sing Correctional Facility. The DRI area encompasses the commercial hub of the downtown, an active, high-traffic commercial corridor consisting of residential uses, various retail and service businesses, and civic, financial, and community services. It also includes the redeveloping waterfront and adjacent areas, which consist of parkland, a historic residential neighborhood, and new housing opportunities. A ferry connecting the Village of Ossining to the Village of Haverstraw docks within the DRI area.

Regional Context

The Village of Ossining is part of the Town of Ossining and is located within Westchester County in the Mid-Hudson region of New York State. The Village is bordered by unincorporated areas of the Town of Ossining to the north and east, the Village of Briarcliff Manor to the south, and the Hudson River to the west. The Village is connected to neighboring communities and the New York Metropolitan Area via highways, the Ossining Metro-North Railroad Station, and ferry service. Ferry service connects the Village of Ossining with the Village of Haverstraw, with service on the weekdays. The Village is about 30 miles north of Midtown Manhattan, an approximately one-hour commute by car or a 50-minute ride on Metro-North. Additionally, the Village is an approximately one-hour ride on Metro-North to Poughkeepsie. The Taconic State Parkway and the Briarcliff-Peekskill Parkway (New York Route 9A) serve as the main north-south highways connecting the Village to the Mid-Hudson region and beyond. The Village’s proximity to major roadways, Metro-North, and ferry service are key for attracting new businesses and residents to Downtown Ossining.



DRI Area



Regional Context Map



Related Planning Efforts

The Village of Ossining has invested in planning studies and zoning changes aimed at revitalizing the downtown and enhancing the quality of life for Village residents. Efforts have ranged from targeted studies to comprehensive plans. Together, these efforts considered methods to increase mobility, address housing needs, and protect important resources within the Village.

The following related planning efforts are relevant to the DRI area and will inform the DRI Plan.



Waterfront Access Trail Plan (2011)

The Waterfront Access Trail Plan is a comprehensive planning document containing site-specific recommendations for improvements to the Village's three-mile-long Hudson River waterfront. The plan also identified potential alignments with the Westchester RiverWalk trail and interconnections with existing Village trails. The plan specifically addressed potential improvements to Louis Engel Park, the Sing Sing Kill Greenway, and other waterfront sites in the DRI area.

Village of Ossining Local Waterfront Revitalization Program (1991, amended 2011)

Because the Village of Ossining is located along the Hudson River waterfront, a Local Waterfront Revitalization Program (LWRP) was prepared and approved in accordance with federal and state regulations to address local and regional waterway issues (coastal or inland), improve water quality and natural areas, guide development along waterways, promote public waterfront access, and provide for the redevelopment of underutilized waterfronts. The comprehensive management program promotes the balanced preservation, enhancement, and utilization of the valuable local waterfront resources along the Hudson and Croton Rivers.



Housing Needs Assessment (2017)

The 2017 Housing Needs Assessment was the result of a six-month multidisciplinary study that identified

housing policies to best meet the diverse housing needs of present and future Village residents. The study consisted of a quantitative analysis, a regulatory assessment, and a policy framework. The assessment identified potential policy strategies to address identified issues, such as rising housing costs. Strategies included increasing Village leadership in economic development, expanding the network of local housing developers, and improving transit access and reducing automobile dependency, among others.

Ossining Downtown Redevelopment Working Committee Final Report (2017)

The Ossining Downtown Redevelopment Working Committee (DRWC) was comprised of 20 community members from diverse backgrounds and age groups, including business owners, local not-for-profit leaders, commuters, and government officials and completed its final report in 2017. The DRWC Final Report presented recommendations to improve Downtown Ossining and the surrounding community, including:

- ♦ Engage outside organizations and/or consultants.
- ♦ Create strong, effective partnerships with local organizations such as the Downtown Development Fund Council, IFCA, Greater Ossining Chamber of Commerce, etc.

- › Create additional volunteer opportunities for deep exploration and implementation of subcommittee recommendations.
- › Provide containing opportunities/ mechanisms for the public to engage with Village government on the downtown development process.
- › Implement an annual review and status update of the DRWC recommendations by the Village Board of Trustees.

Connecting the Dots: Working Toward Comprehensive Community Development (2018)

In 2018, the Hudson Valley Pattern for Progress (Pattern) worked with the Interfaith Council for Action Housing Network (IFCA) and the Village to establish a pathway forward to “Connect the Dots” under a Comprehensive Community Development approach for revitalization. Pattern conducted a series of community engagement sessions around targeted areas within the Village, community and economic development, and housing to consider revitalization efforts and strategies. Consistent with the Mid-Hudson Regional Economic Development Council (MHREDC), Pattern, IFCA, and the Village crafted recommendations to create opportunities for residents to live, work, and play within the DRI area and the Village as a whole.



Village of Ossining Comprehensive Plan Update (2021)

In 2021, the Village of Ossining updated its 2009 Comprehensive Plan to capture changes taking place in the Village and ensure that the community can continue to thrive while supporting existing residents and businesses. The principal goal of the plan was to build on the Village’s strengths and create an even better tomorrow for the people who make up the Ossining community. These planning efforts

included forming the Downtown Redevelopment Working Committee, obtaining community input on the Market Square and Post Office lots, developing the Waterfront Access Trail Plan, conducting a Housing Needs Assessment, and applying for the Downtown Revitalization Initiative in 2019.



Downtown Mobility and Parking Study (2021)

This study identified a set of mobility and parking recommendations

for Downtown Ossining. The recommendations were organized into sections that focus on specific mobility and parking conditions and improvement objectives. These sections include parking supply; effective parking capacity; parking demand management; parking operations and administration; and mobility improvements. Many of the recommendations, especially parking supply and mobility improvements, are relevant to DRI goals and project development.

Recent, Ongoing, and Planned Projects

DRI funding will leverage other investments within the DRI area to maximize benefits. The following projects support the Village's most valuable assets, including the roadway network that provides access to Downtown Ossining.

Hudson Crossings at Market Square **Completed: 2015**

After a twenty-year history as a vacant, undeveloped lot with adjoining surface parking lot along Main Street, a new five-story, mixed-use residential and commercial building was completed in 2015. The street level space includes 1,200 square feet of retail use, 3,200 square feet of restaurant space, and below-grade resident parking, and the upper floors include 31 market rate and affordable rental dwelling units.

Harbor Square **Completed: 2016**

Harbor Square is a multi-family development comprised of 188 rental residential units, including 19 affordable units, that was constructed along the Hudson River. The project included infrastructure improvements such as a waterfront park, promenade, beach area, fishing pier, sidewalks, public parking, and shoreline stabilization. The developer also replaced and upgraded 2,600 linear feet of water main and contributed \$650,000 to the Village for downtown development.

Metro-North Railroad Station Roof Restoration **Completed: 2019**

The MTA replaced the Ossining Metro-North Railroad Station building's aging roof to remediate leaks and increase the lifespan of the building. The improvements included the installation of new Spanish terra cotta tiles along with other waterproofing measures to preserve the historic Renaissance Revival-style building constructed in 1914.

Ossining's Double Arch Bridge **Completed: 2020**

This upgrade included the restoration of the historic façade of the Old Croton Aqueduct Trail's historic Double Arches and a reconstruction of the internal structure using today's best engineering technology.



Ossining Children's Center (OCC) **Completed: 2020**

In 2020, the Ossining Children's Center opened a new, approximately 27,000 square foot, state-of-the-art facility. This public-private investment is adjacent to the DRI area and has been an asset to the residents of the DRI area and Village as a whole. This project increased enrollment capacity by 50 percent and added 10 new jobs for a total of 60 jobs. Removing access barriers to childcare for very low-income families, OCC offers tuition assistance and supports parents as they navigate the application process for federal subsidies.

Streetscaping

Completed: 2013-2017

Streetscaping improvements along Main Street, Secor Road, and Central Avenue consisted of ADA-compliant sidewalks, decorative lighting, tree well improvements, hanging flower baskets and LED street lighting.

Sing Sing Kill Greenway

Completed: 2021

While repairing and enhancing an existing sanitary sewer, the Village constructed an impressive pedestrian greenway along the Sing Sing Kill in the heart of the Village's downtown. The greenway currently connects the Joseph G. Caputo Community Center and Central Avenue, and there are plans to extend the greenway to Water Street in connection to the redevelopment of the former Department of Public Works site.

Ossining Department of Public Work Site Redevelopment (30 Water Street)

Anticipated Construction Start: 2023

In 2019, the Village issued a Request for Qualifications (RFQ) to develop the Village-owned former Department of Public Works site at 30 Water Street. Wilder Balter Partners responded

to the RFQ and were selected as the developer for the site in April 2020. The redevelopment of the site includes the construction of an 8-story, mixed-use development as well as the expansion of the Sing Sing Kill Greenway. The proposed redevelopment is undergoing finalization of the proposal and has not yet started the SEQRA and site plan approval process.

Open Door Family Medical Centers

Anticipated Construction Start: 2023

This county-wide community health center has recently invested in a second building in Downtown Ossining, with additional improvements pending. Public and private investment will build out the 22,500 square foot building to alleviate Open Door's space constraints. The administration for all seven Open Door Medical Centers is headquartered in the Village, as are its residency training programs for pediatrics, internal medicine, midwifery, and physician assistants. In the Village alone, Open Door employs approximately 250 health care and administrative professionals.

Alignment with Regional Economic Development Council Priorities

The DRI area revitalization effort is well-positioned to advance the strategic investment priorities identified by the Mid-Hudson Regional Economic Development Council's (MHREDC) Live, Work, and Play strategies identified in the 2021 Annual Report. The Live, Work, and Play strategies that are being advanced as part of the Ossining DRI Plan include:

- › Support downtown revitalization and increased community and regional connectivity through planning and infrastructure initiatives, particularly in distressed communities

- › Retain and attract residents to the region in a balanced and equitable manner
- › Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region
- › Grow the tourism industry in a way that is balanced and sustainable
- › Attract domestic and international companies to the Mid-Hudson region

The project profiles described in Section 5 of this plan contain a description of how each individual project relates to key regional strategies.

Planning Context

The demographics of the Village of Ossining — its residents, where they live and work, their income, and other socioeconomic factors — influence the demand for housing, retail, and transit. This section analyzes demographic and economic trends in the Village to demonstrate how proposed DRI investments can serve the needs of existing residents and attract new residents in the future.

Information that has been considered includes socioeconomic characteristics, the condition of the existing housing stock, land use and zoning, historic and cultural resources, transportation and infrastructure, anchor institutions, and significant employers within the Village.

The data sources used to gather this information included the US Census, field surveys, real estate listings sites, land use databases, and targeted interviews with community stakeholders. The DRI Analysis Area corresponds with Census Tract

133.01. Although this tract also includes areas outside of the DRI area, it is the census tract that best aligns with the DRI area. For many data attributes, the data from the DRI Analysis Area is compared to the Village of Ossining as a whole and to Westchester County.

Much of the data presented in the following sections is derived from the US Census American Community Survey (ACS), specifically from the 2015/2019 ACS data set. This data set represents the average of five years of data from 2015 to 2019. To understand data trends over the last decade, the ACS 2015/2019 data was compared to ACS 2007/2011 data. The US Census Bureau recently released 2020 decennial data for a narrow set of data attributes. However, for the sake of consistency and breadth, the comparative analyses draw upon ACS data instead of decennial data.

Planning Context



Socioeconomic and Housing Profile

This section describes the demographic characteristics of the DRI Analysis Area, including population shifts, household composition, age ranges, and racial/ethnic makeup. All of the data presented in this section is derived from the US Census American Community Survey. Drawing upon data from the US Census American Community Survey and US Census Longitudinal Employer-Household Dynamics data, this section describes the socio-economic composition of the DRI Analysis Area, the Village of Ossining, and Westchester County, including income trends, education levels, employment sectors, and commuting patterns.

Demographic Composition

Population

A total of 3,331 residents, or 13% of the Village of Ossining's total population, live within the DRI Analysis Area. Since 2007/2011, the total population in the DRI Analysis Area has increased by 10%, whereas the Village's population increased by less than 1%, and the County population increased by 2.5%.

Population Change Since 2007/2011



Households

In terms of household size as well as the percentage of households with children (under 18 years old), the DRI Analysis Area is like the Village of Ossining and Westchester County. The average household size is 2.5 persons for the DRI Analysis Area, 2.64 for the Village of Ossining, and 2.7 for Westchester County. About a third of the households have people under 18 years in the DRI Analysis Area, the Village, and the County. A slightly greater share of households in the DRI Analysis Area (33.3%) are comprised of single householders living alone compared to the Village (29.5%) and the County (27.0%).

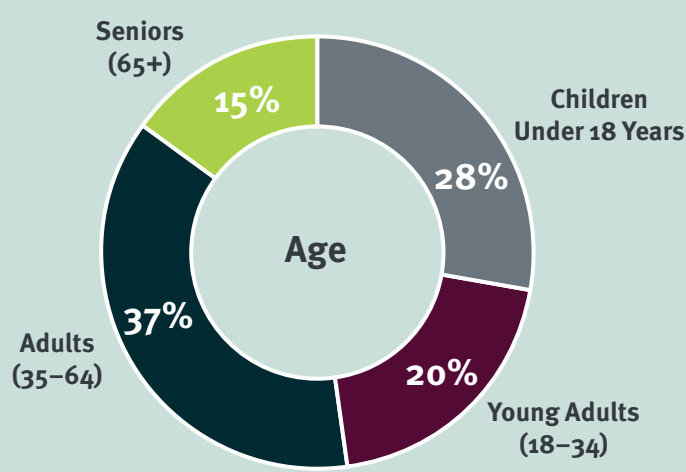
Household Characteristics (2015/2019)

	DRI Analysis Area		Village of Ossining		Westchester County	
	#		#		#	
Total households	1,310		8,807		349,292	
Average household size	2.5		2.64		2.7	
	#	%	#	%	#	%
Households with one or more people under 18 years	471	36.0%	2,974	33.8%	116,396	33.3%
Householder Living Alone	439	33.6%	2,596	29.5%	94,317	27.0%

Age

About 28% of the population in the DRI Analysis Area is comprised of children under the age of 18, a share that is notably higher than that of the Village of Ossining (21%) and Westchester County (22%). The number of children in the DRI Analysis Area grew by 46% from 640 children in 2007/2011 to 936 children in 2015/2019. The remainder of the population in the DRI Analysis Area is comprised of young adults (20%), adults (37%), and seniors (15%). The median age is 38.4 for the DRI Analysis Area, 39.5 for the Village of Ossining, and 40.9 for Westchester County.

Age of Residents in DRI Analysis Area

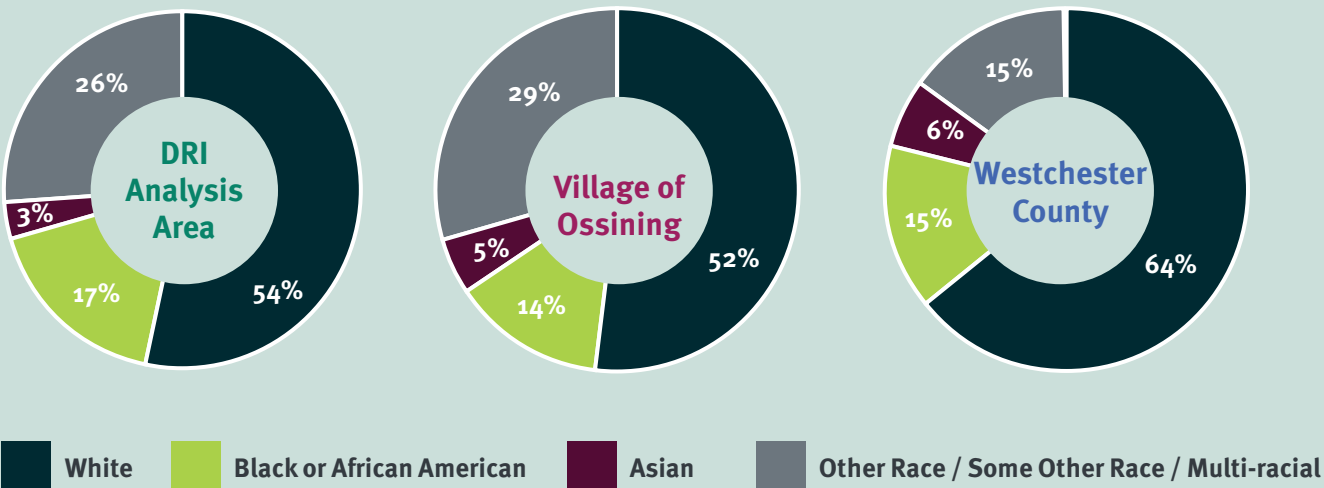


Race and Ethnicity

The DRI Analysis Area reflects the racial and ethnic diversity of the Village of Ossining. That said, most residents in the DRI Analysis Area (57.8%) identify as Hispanic or Latino compared to only 44.3% of residents in the Village of Ossining and 24.7% of residents in Westchester County. Similarly, a higher percentage of the DRI Analysis Area population (17.2%) identifies as Black or African American compared to 13.5% in the Village and 14.9% in Westchester County.

A sizable percentage of the DRI Analysis Area population (25.9%) and the Village’s population (29.2%) identify as Other Race, Some Other Race, or Multi-racial. It is possible that many of Ossining’s Hispanic or Latino residents identify racially with these categories since the Census separates estimates of Hispanic or Latino ethnicity from racial identification. A significantly higher share of DRI Analysis Area households (38.5%) and Village of Ossining households (34.9%) speak Spanish compared to Westchester County households (19.5%). A little more than a quarter of all households (25.6%) in the DRI Analysis Area have only limited English proficiency.

Racial and Ethnic Composition by Percentage of Total Population in 2015/2019



Income

The median household income is \$64,242 for the DRI Analysis Area; \$70,177 for the Village of Ossining; and \$96,610 for Westchester County. Between 2007/2011 and 2015/2019, the median income for the DRI Analysis Area increased by 73%, whereas the Village’s median income fell by 1% and the County’s increased by almost 20% (not adjusted for inflation). A higher share of the DRI Analysis Area’s population (16.5%) lives below the federal poverty line compared to the Village (11%) and the County (9%).

Percentage of Income Change (2007/2011–2015/2019)

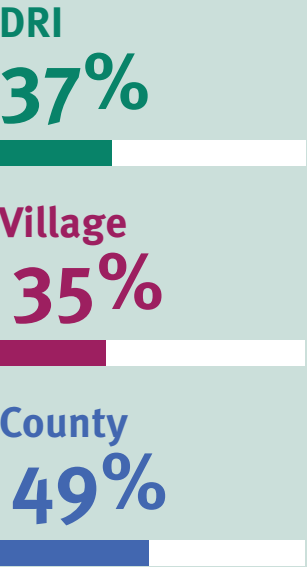


Educational Attainment

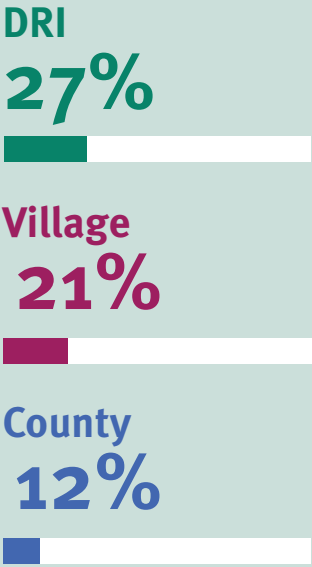
There are slight to moderate differences in educational attainment levels between the DRI Analysis Area and the Village and much larger differences between these areas and the county. About 37% of the residents over the age of 25 in the DRI Analysis Area hold a Bachelor’s degree or higher compared to 35% of the Village population and 49% of the County population. In contrast, about 27% of the DRI Analysis Area’s population over the age of 25 have not completed high school compared to 21% of the Village population and 12% of the County population.



% of residents over 25 who hold a Bachelor’s degree or higher



% of residents over 25 who have NOT completed high school



Demographic Trends

The population of the DRI Analysis Area is increasing at a higher rate than the rest of the Village, with more people living closer to downtown. Additionally, the population skews younger than the rest of the community and is more racially, ethnically, and linguistically diverse in comparison to the Village’s or the County’s population. This suggests that Downtown Ossining will continue to grow and attract a diverse population, making it important that revitalization recognize the interests and contributions of these demographic groups. This will help the community revitalize in an inclusive, sustainable, and resilient way so that the area continues to reflect the Village’s cultural and socio-economic diversity.

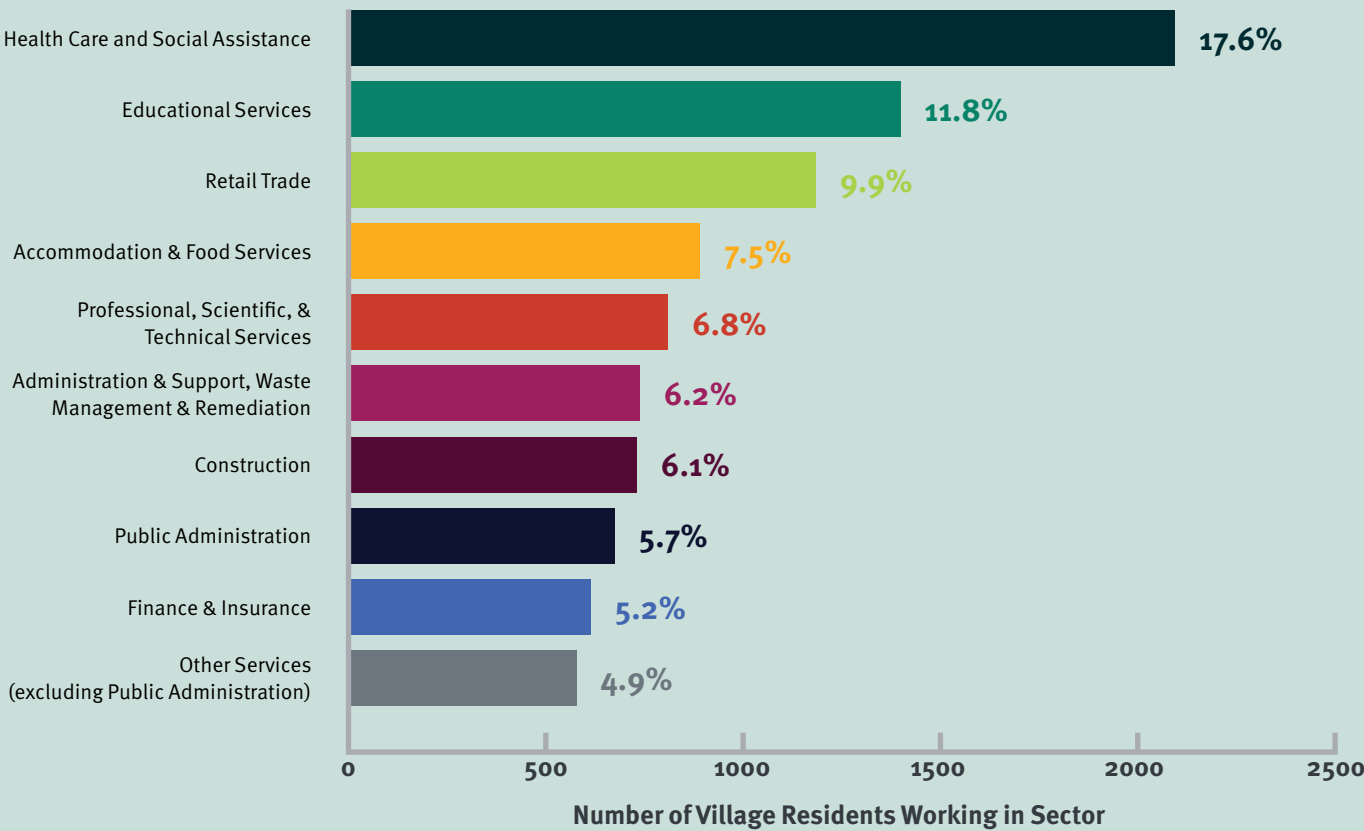
Employment and Workforce

This section provides an overview of employment patterns for the Village of Ossining. All of the data in this section are derived from the United States Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) program. Given the small size of the Village of Ossining and the availability of data, this information is presented at the Village level rather than that of the DRI Analysis Area.

Village of Ossining’s Local Workforce

The US Census Bureau’s LEHD program documented a total of 11,902 Village of Ossining residents who held jobs in 2019. The table below shows that the sectors employing the greatest share of Village residents were Healthcare and Social Assistance (17.6%); Educational Services (11.8%); and Retail Trade (9.9%).

Top 10 Sectors Employing the Greatest Share of Village Residents

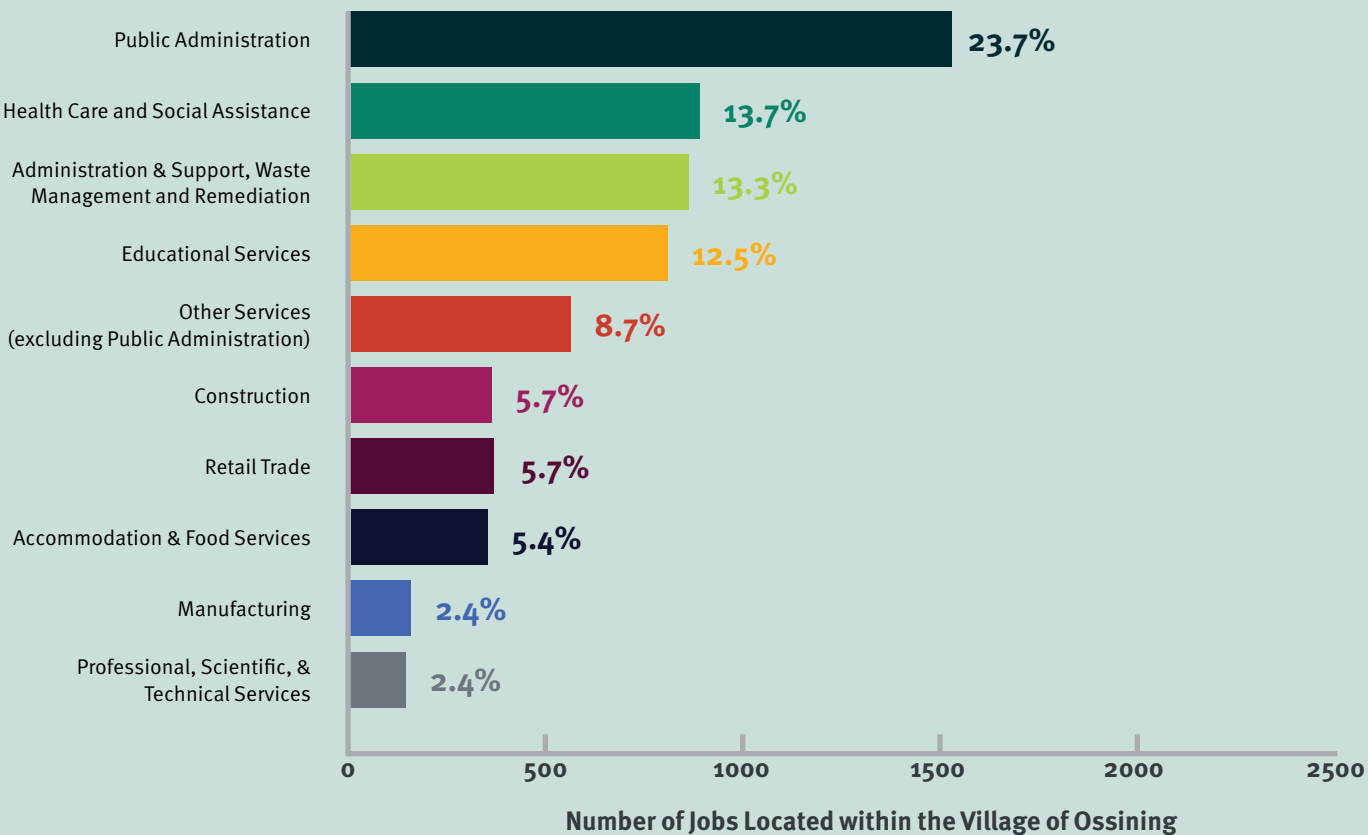


Jobs Located Within the Village of Ossining

The US Census Bureau’s LEHD program documented a total of 6,460 jobs located within the Village of Ossining in 2019. As shown in the table below, the largest employment sectors within the Village were Public Administration (23.7%); Health Care and Social Assistance (13.7%); Administration & Support, Waste Management and Remediation (13.3%); and Educational Services (12.5%).

Current key employers within the Village include the Ossining Union Free School District; Metallized Carbon; Ossining Children’s Center; Sing Sing Correctional Facility; Emigrant Direct Bank; and the healthcare provider, Open Door Family Medical Center. Open Door and part of the Sing Sing Correctional Facility are both located in the DRI area, while the Ossining Children’s Center and Emigrant Direct Bank are just beyond the DRI boundary.

Top 10 Sectors of Jobs Located within the Village of Ossining (2019)



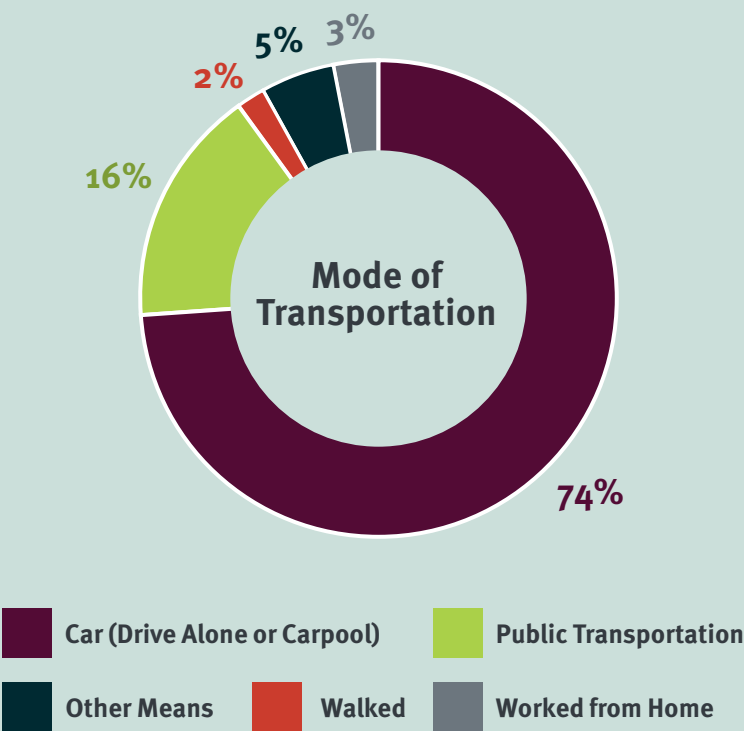
Inflow and Outflow of Workers

The Village of Ossining experiences a significant outflow of employed workers every day, with just over 90% (or 10,773) of the 11,902 employed Village residents leaving the Village to go to work. Accordingly, most of the workforce in the Village commutes into the community. Just over 82% (or 5,331) of the 6,460 jobs located in the Village of Ossining in 2019 are filled by people commuting into the Village. In 2019, only 1,129 residents both lived and worked in the Village. Of those workers that leave the Village each day for work, over one quarter of them travel to New York City. The locality employing the highest share of working Ossining residents is New York City (26%) followed by the Village of Ossining (10%) with 1,129 residents both living and working in the Village; White Plains (4%); Yonkers (3%); and Tarrytown (2%).

Commuting Patterns

The majority (74%) of workers living in the DRI Analysis Area commute to their place of employment via automobile. However, vehicle ownership rates are much lower in the DRI Analysis Area than in the Village and Westchester County. More than 18% of the workers living in the DRI Analysis Area do not own an automobile compared to 11% in the Village and 8% in the County. Approximately 16% of the DRI Analysis Area residents rely on public transportation to commute to their place of employment. Public transportation within the Village consists of the Metro-North, Bee-Line bus service, and the New York Waterway Haverstraw-Ossining ferry line. Another variation between the DRI Analysis Area and Village occurs with travel times. Workers living in the DRI Analysis Area commute an average of 43 minutes to reach their places of employment compared to 32 minutes for Village workers and 35 minutes for Westchester County workers. This longer commute time may be attributed to the greater reliance on public transportation for DRI Analysis Area residents.

Mode Of Transportation To Work For DRI Analysis Area Residents (2015/2019)



Unemployment

In November 2019, the unemployment rate was 2.8% for the Village of Ossining and 3.3% for Westchester County. As a result of the COVID-19 pandemic, the unemployment rate for both the Village and the County exceeded 14% in April 2020. By November 2021, the unemployment rate had returned close to pre-pandemic levels, 3.1% for the Village and 3.7% for the County.

Employment and Workforce Trends

The Village of Ossining’s local workforce characteristics show that the Village experiences a significant outflow of workers every day with relatively few Village residents both living and working in Ossining. The number of people that do commute to Ossining is nearly half the number that commute out of Ossining, leaving a smaller daytime population in the Village. As the Village pursues revitalization, there is an opportunity to grow that daytime population by creating conditions and building the infrastructure that encourages and facilitates new residential and business development. Such activity will help the community address its housing needs while also attracting visitors and other workers who will support the local business community. Further, new development will create more jobs, potentially providing an opportunity for the thousands of workers who commute to work closer to home.

Housing Conditions

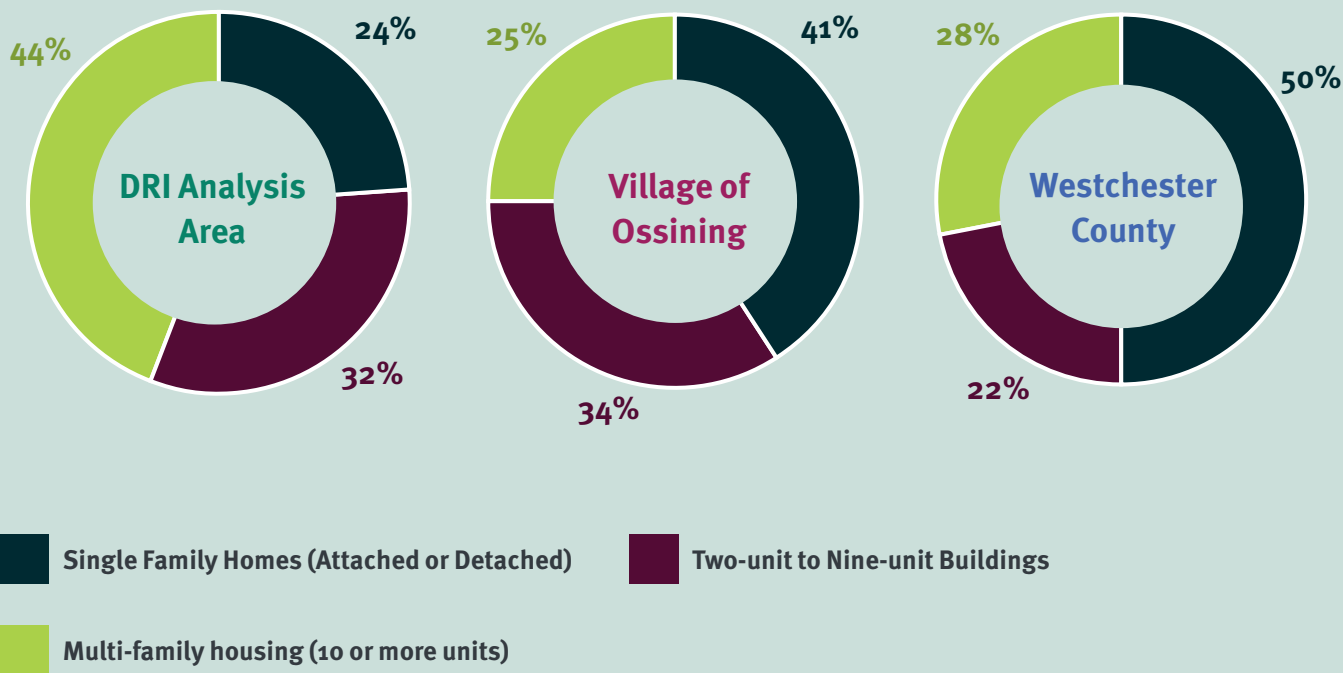
This section provides information on housing conditions, including the type and age of housing units within the DRI Analysis Area as well as the levels of homeownership and housing cost burden experienced by residents. All data from this section has been derived from the US Census American Community Survey.

Type of Housing

The DRI Analysis Area has a greater share of multi-family housing than the Village of Ossining and Westchester County. About 76% of the 1,480 housing units in the DRI Analysis Area are buildings with two or more units compared to just under 60% of the units in the Village of Ossining and only 50% of the units in Westchester County.

Of the total multi-family units in the DRI Analysis Area, about 2% are studio apartments; 29% are one-bedroom apartments; 40% are two-bedroom apartments; and the remaining 29% are apartments with three or more bedrooms.

Composition of Housing Stock (2015/2019)



Age of Housing Stock

Over the last decade, more than 300 new housing units were built within the DRI Analysis Area. However, there is still a higher share of older homes (built before 1940) within the DRI Analysis Area (38%), compared to 34.5% of the homes in the Village of Ossining and 31% in Westchester County.

Housing Tenure

A much lower share of the housing units in the DRI Analysis Area (38.2%) are owner-occupied, compared to the Village of Ossining (52.4%) and Westchester County (61.4%).

Renters and Homeowners (2015/2019)

Rented Units

DRI
61.8%

Village
47.6%

County
38.6%

Owner Occupied Units

DRI
38.2%

Village
52.4%

County
61.4%

Housing Cost Burden

Homeowners with a mortgage in the DRI Analysis Area pay a large share of their income toward housing costs per month. The median housing cost for owners with a mortgage is \$2,814 in the DRI Analysis Area, which is comparable to the Village (\$2,855) but notably lower than the County (\$3,452). Just over 60% of DRI Analysis Area homeowners with a mortgage pay more than 30% of their income for housing costs compared to almost 52% of Village homeowners and 36% of homeowners in Westchester County.

Housing cost burdens are even higher for renters. The median monthly rent for residents of the DRI Analysis Area is \$1,838, higher than that for the Village (\$1,639) and the county (\$1,537). The percentage of renter households paying more than 30% of their income for housing is almost 63% for the DRI Analysis Area, about 59% for the Village of Ossining, and almost 55% for Westchester County.

Housing Trends

Housing conditions in the DRI Analysis Area show that the area has a small portion of single-family homes, a high percentage of renter households, an older housing stock, and a more substantial housing cost burden than either the Village of Ossining or Westchester County. The high housing cost burden presents a significant challenge, particularly as the DRI Analysis Area, supported by DRI investment, becomes a more attractive place to live. Addressing this suggests the need to develop infrastructure and amenities that facilitate infill or transit-oriented development with housing opportunities at multiple price points, while also providing broader recreation, cultural, and connectivity benefits to the larger community.



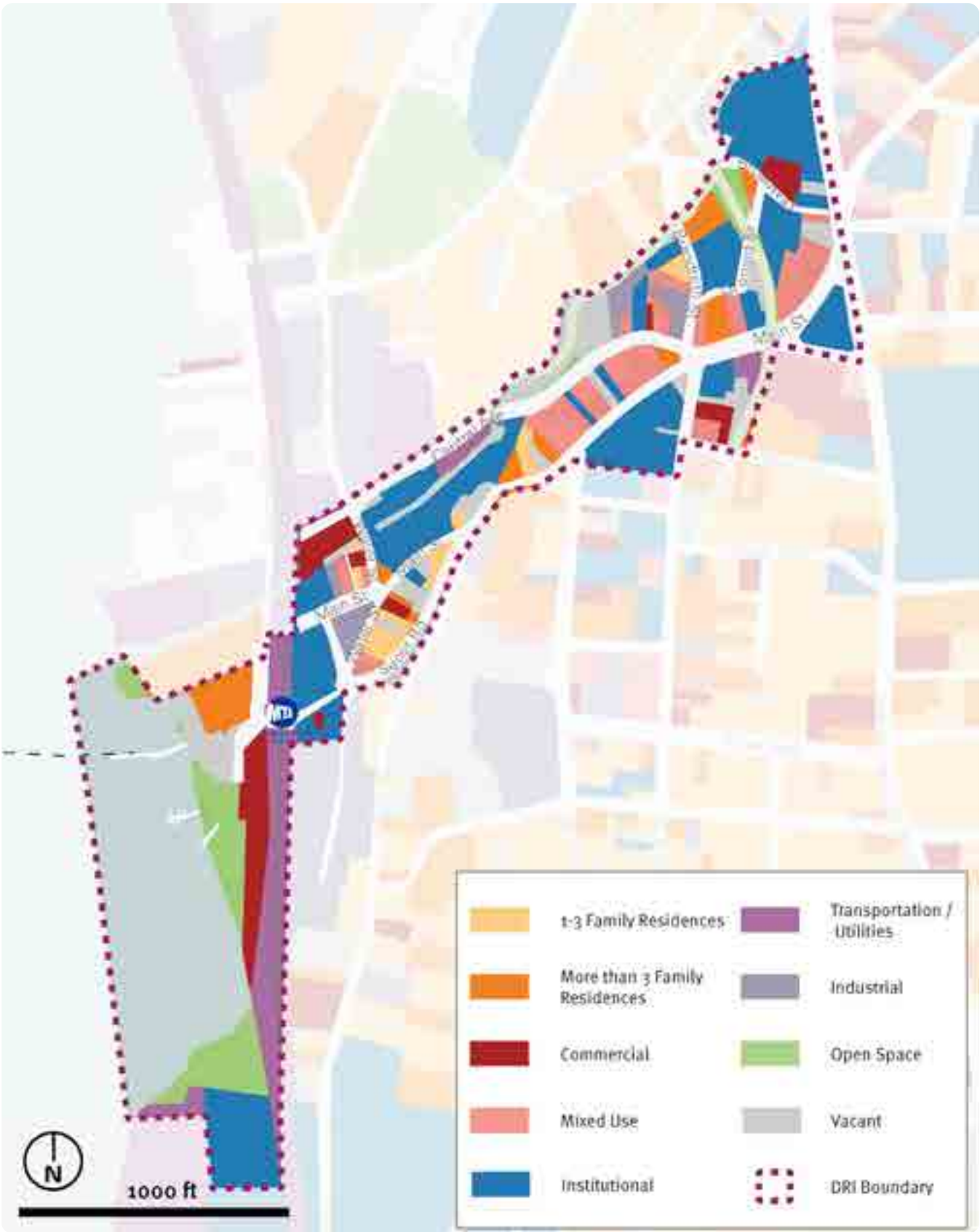
The Village of Ossining's waterfront along the Hudson River.

Land Use

Land uses within the DRI area predominately consist of institutional, mixed-use (commercial and residential), and commercial uses. In addition to the primary uses within the DRI area, vacant/undeveloped land is also present. Vacant/undeveloped land includes portions of environmentally constrained areas (e.g., steep slopes), which suggests that the vacant parcels suitable for development are mostly smaller infill sites. Residences within the DRI area are predominately multi-family, located either on the upper floors of buildings along Main

Street and Central Avenue or in the recently built Harbor Square development along the waterfront. Limited single-family residences are concentrated along Water Street and Secor Road. While residential uses are found along Main Street, this area, along with the waterfront and the Highland Avenue/Route 9 corridor are primarily comprised of non-residential uses.

Land Use



Zoning

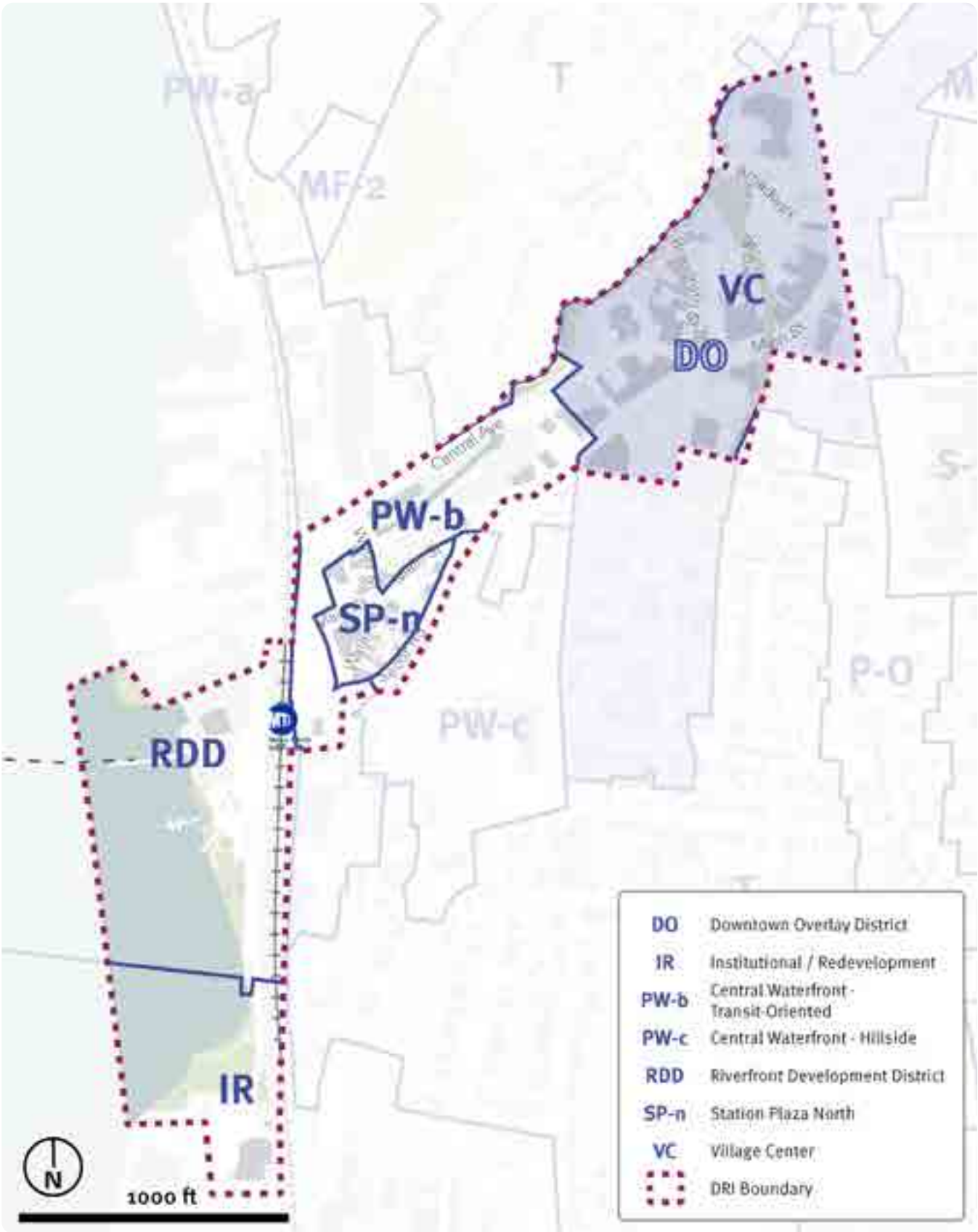
The DRI area is zoned primarily for commercial uses with residential and institutional zones located along the waterfront. The zoning map below depicts the locations of the various zoning districts that overlap with the DRI area. A list of permitted uses under each existing zoning district is provided in the table below.

DRI Area Zoning Districts and Permitted Uses

Zoning	Permitted Uses
Village Center (VC)	Offices; Retail sales; Educational; Infrastructure; Municipal; Outdoor entertainment or recreation uses; Transportation (parking)
Central Waterfront – Transit-Oriented (PW-b)	Allows for high density development Offices; Restaurants; Retail sales; Educational; Municipal; and Transportation (parking)
Station Plaza North (SP-n)	Allows for high density development Offices; Restaurants; Retail sales; Educational; Municipal; and Transportation (parking)
Central Waterfront – Hillside (PW-c)	Allows for high density development Offices; Restaurants; Retail sales; Lodging; Educational; Municipal; and Transportation (parking)
Riverfront Development District (RDD)	Entertainment or Recreational; Lodging; Office; Restaurants; Retail sales; Educational; and Municipal
Institutional/Redevelopment (IR)	Entertainment or Recreational; Lodging; Office; Restaurants; Retail sales; Educational; and Municipal

In 2021, the Village adopted the Downtown Overlay District (DO). The DO District encourages traditional mixed-use development and redevelopment to occur within the downtown area that is consistent with historic Village development patterns and provides a scale and mix of uses appropriate for the Village. The DO District permits increased density and provides a set of dimensional, use, and regulatory standards different from those in the existing underlying zoning. As shown on the map below, the northern portion of the DRI area located within the VC District is also located within the DO District.

Zoning



Recreational Resources and Gathering Spaces

The DRI area has a variety of community spaces, scenic parks, accessible playgrounds and sporting facilities, and recreational trails.

At the northern end of the DRI area is the Joseph G. Caputo Community Center, a large complex of interconnected buildings hosting meeting rooms, classrooms, a gymnasium, and an aquatic center. Programs held at the Community Center include a senior nutrition program, pre-school and after-school activities for children, and youth recreation classes. A variety of religious institutions in and around the DRI area offer a range of congregational and community services, including children's educational programs, youth groups, a food pantry, and social justice initiatives.



Henry Gourdine Park features passive recreation areas.

Just west of the Ossining Metro-North Station is the Village's central waterfront, offering a mix of park spaces as well as views of the Palisades across the Hudson River. Built in conjunction with the Harbor Square residential development, Henry Gourdine Park features passive recreation areas and a playground and provides a connection to the Village Pier. In addition to enhancing access to the Hudson River, the pier enables a commuter ferry connection to the Village of Haverstraw. Just south of Henry Gourdine Park, along the banks of the Hudson River, are the Ossining Boat and Canoe Club

and the Louis Engel Waterfront Park, which includes a performance space, beach, fishing area, playground, splash pad, and picnic spaces. Louis Engel Waterfront Park, owned by the Town of Ossining, is a popular place for community gatherings during the summer months.

Trails in the DRI area include pathways along the central waterfront that form part of the Westchester Riverwalk Trail and Hudson River Greenway Water Trail. Further upland, the Sing Sing Kill Greenway is a concrete walkway opened in 2016 along the Sing Sing Kill Gorge, connecting the Joseph G. Caputo Community Center with Central Avenue in the western portion of the DRI area. The Greenway also links the Old Croton Aqueduct Trail and the historic Double Arch Bridge.

Another gathering space in the DRI area is Market Square, located at the intersection of Main and Spring Streets. The Down to Earth Farmers Market is held at Market Square year-round on Saturdays. The site is also used for other community gatherings, including concerts and holiday events.

Just outside of the DRI area are a few other notable spaces for community gathering and recreation. About a half mile north of the train station is Snowden Avenue Park, which includes a baseball diamond, playground, and skate park. The Ossining Public Library on Croton Avenue, northeast of the DRI area, hosts a broad range of community activities, including book clubs, games, fitness classes, youth programs, and language courses.



View of the performance space at the Louis Engel Waterfront Park along the Hudson River.

Recreational Resources and Gathering Spaces



Aesthetic and Cultural Resources

A portion of the DRI area is located within the New York State Office of Parks, Recreation and Historic Preservation’s (SHPO) Urban Heritage Area, a designation that recognizes the significant natural, historic, and cultural resources of communities throughout the state. Contributing to the Village of Ossining’s heritage area are many intact 19th-century buildings. Many of these Victorian-style buildings are located within the DRI area and along Main Street, forming an area known as “The Crescent.” This concentration of historic buildings has led to the downtown’s designation as a National Register Historic District by SHPO and National Park Services. The Village has also designated the downtown as an area with a building stock that is both historically and architecturally significant. A few specific buildings have been included in the National Register of Historic Places:

- › First Baptist Church of Ossining: Located at 1 Church Street, the church is a Victorian-Gothic structure that was completed in 1874.

- › Old Croton Aqueduct Trail and the Double Arches: The trail runs directly above the water tunnel that was constructed between 1837 and 1842 to provide New York City with fresh water from the Croton Reservoir in Cortland. Bisecting the DRI area, the trail becomes a promenade once it reaches the Double Arches, the two bridges spanning the Sing Sing Kill: the 1842 Old Croton Aqueduct Bridge and the 1862 Broadway Bridge.
- › Ossining Historical Society Museum: Situated just outside the DRI area at 196 Croton Avenue, it was originally built in 1881 as an Italianate style home and has served as a local heritage museum since 1970.

Other noteworthy architecturally significant buildings in the DRI area include the Ossining National Bank Building at 139 Main Street, the Keenan Building at 199 Main Street, the Ossining Bank for Saving at 200 Main Street, and the Ossining Metro-North Railroad Station.

The completion of the Sing Sing Correctional Facility in 1928 is a key part of Ossining’s history; over the past century, the prison has been the site for evolving reforms in criminal punishment and rehabilitation practices. Two notable structures on the facility’s property include a former coal-burning electricity plant known as the Powerhouse and a six-story, 1,200-cell prison built in 1821 that was vacated in the 1980s.

Cultural resources within the DRI area include the Westchester Collaborative Theater, a multicultural cooperative performance space, and the Ossining Arts Council, which hosts visual arts exhibitions in the Steamer Firehouse. In addition, the Ossining Arts Project is a Village Board-appointed committee that organizes performances and networking events for artists.



Representative view of mixed-use buildings along Main Street.

Development Constraints

Development constraints that are present within the DRI area include wetlands, steep slopes, and flood zones.

Wetlands

The Hudson River is a tidal estuary meaning its shoreline depths vary from two to nine feet, tides average three feet, and saline water mixes with freshwater. Within the DRI area, the Sing Sing Kill is one of the two significant free-flow streams within the Village, which both flow into the Hudson River and feature a short tidal inlet before turning into purely freshwater upstream. According to the National Wetland Inventory, the Sing Sing Kill is considered a riverine system, which includes wetlands and deepwater habitats.

Steep Slopes

The DRI area ranges in elevation, with elevation decreasing significantly from approximately 175 feet above grade level (agl) at the intersection of Highland Avenue/Route 9 and Main Street to approximately 8 feet agl at the Hudson River waterfront. Steep slopes (slopes above 25 percent) are predominately found within the DRI area directly east of the Ossining Metro-North Railroad Station and areas along the Sing Sing Kill ravine.

Flooding

Water Street and Westerly Road within the DRI area are prone to stormwater flooding due to their low elevation and proximity to the Hudson River, the Sing Sing Kill, and Sparta Brook. These areas are in Federal Emergency Management Agency (FEMA) regulated floodplain and floodway areas. Additionally, all areas west and some low-lying areas east of the Metro-North Railroad tracks are within the 100-year floodplain. The floodplains, due to the significant topography changes, are relatively small in the

DRI area and Village, as the majority of the DRI area and Village is built at higher elevations. To reduce flood risk within the floodplains, flood proofing of buildings could be implemented through specific design standards aimed at mitigating flood disruptions. Additionally, installing on-site stormwater retention systems, landscaping and greenspace, and on-site landscaped berms could mitigate flooding in these areas.

Environmental Considerations

The Village is working towards being “the greenest Village in the Country” by continuously improving its sustainability efforts. In 2020, the Village, together with the Town of Ossining, the Village of Briarcliff, Green Ossining, and Briarcliff Sustainability, applied to be part of the New York State Energy Research and Development Authority (NYSERDA) Energy Smart Homes Program, and worked with Sustainable Westchester to develop three “Community Campaigns.” As a result of the Village’s community initiatives and educational programs, the Village earned its first 200 Clean Energy Community points from NYSERDA given to communities that demonstrate leadership in energy reduction. Through this accomplishment, the Village was awarded an “Action Grant” of \$5,000 from NYSERDA. Since then, the Village has continued working on its goal of being one of the greenest communities in the country and has since reached 2,800 points. The Village has several infrastructure projects and grant applications in the works to meet its goal, while also working towards reducing noise and air pollution, enhancing parks, thickening existing tree canopies, protecting pollinator species, creating accessible open spaces, and improving the lived experience of those who live in and visit the Village.

Transportation Infrastructure and Mobility

The Village has multiple modes of transportation with direct access to major highways and public transportation systems such as Metro-North, Bee-Line bus service, and ferry service. The DRI area has a network of sidewalks and greenways connecting the historic Main Street corridor to the waterfront. The DRI area has five municipal parking lots for visitors and locals to utilize while within upper downtown. The Village also maintains parking spaces within the parking lot located near the Ossining Metro-North Railroad Station. Parking demand has been identified as an issue within the Village due to the increased activity within the upper downtown as well overnight parking regulations in the lower downtown by the waterfront neighborhoods.

Street Network

The roadways within the DRI area have been assigned roadway classifications by the New York State Department of Transportation (NYSDOT) and include a principal arterial (Route 9/Highland Avenue), minor arterials (Main Street, State Street, and Spring Street), and a major collector (Water Street). The minor arterial and major collector roadways bring vehicles directly into downtown and connect the historic Main Street corridor with the waterfront. These roadways are maintained by the Village. Main Street is a key local roadway that provides an

east-west connection that stretches from Route 9 to the waterfront and is bisected by the Metro-North Railroad tracks. Highland Avenue/Route 9 provides north-south gateways into the Village, connecting the Village of Ossining to Peekskill to the north and Briarcliff and Tarrytown to the south. The majority of the DRI area is comprised of major and minor collector roadways, where speed limits are lower and road widths are narrower than larger roadways. This allows for vehicles to safely navigate through downtown and surrounding residential neighborhoods.

Public Transit

Metro-North

The Ossining Metro-North Railroad Station, located at 1 Main Street in the Village, provides local and express southbound service to Grand Central Station in New York City via the Hudson Line. Northbound service connects to Croton-Harmon and Poughkeepsie along with other stops on the line. New York City-bound trains arrive at the Ossining Metro-North Railroad Station approximately every 20 to 30 minutes between 7:00am and 10:00pm. The Ossining station's commuter lot has 68 metered parking spaces owned by the Metro-North and 660 permit spaces owned by the Village. Scarborough Station to the south of the Ossining station serves as a secondary stop within the Village of Ossining and provides local service to New York City and Croton-Harmon only.



The Ossining Metro-North Railroad Station.

The COVID-19 pandemic in 2020 affected ridership for the Metro-North Railroad such that ridership declined by approximately 80%-85% in 2021 compared to 2019 numbers. Ridership has been increasing in 2022, with weekday ridership levels approaching between 55% and 65% of the 2019 numbers during the summer. However, weekend ridership on the Metro-North Railroad is recovering more quickly, with summer 2022 weekend ridership levels of at least 90% of pre-pandemic levels.

In addition to the Ossining Metro-North Railroad Station, the Croton-Harmon station (located to the north) serves Amtrak lines that operate via the Empire Corridor, which connects to New York City, Albany, Syracuse, Rochester, and Buffalo.

Ferry Service

The New York Waterway Haverstraw-Ossining ferry provides a commuter connection between the Village of Haverstraw and the Village of Ossining with service on weekdays. The ferry service receives a subsidy from the Metropolitan Transportation Authority (MTA) to provide transit service across the Hudson River. The ferry service operates roughly every 30 minutes during weekday morning and afternoon peak hours for commuters. In 2019, approximately 117,550 riders utilized the ferry service. Due to the COVID-19 pandemic, ferry service ridership data was only collected for January through March of 2020; service was unavailable for the remainder of 2020. For that period, there were 23,591 riders. Service returned in August of 2021 and ran through September of 2021, and ridership for those two months was 1,161 riders. Regular service commenced in January of 2022 and remains in place.

Bee-Line Bus Service

The Bee-Line bus service serves the DRI area and Village. There are four bus routes that serve the Village:

- › Route 11 provides limited service that stops twice during both the morning and afternoon peak hours. The route provides a connection to White Plains and Elmsford.

- › Route 13 provides the most frequent service of the routes within the Village, with service roughly every 30 minutes. This line connects to Tarrytown, Port Chester, and Rye.
- › Route 14 is a local route that connects to Peekskill and White Plains with hourly morning service and more limited afternoon service.
- › Route 19 is a local route that stops once an hour during peak hours with a connection to Mount Kisco and Katonah.

The Village's bus network generally follows the Route 9 and Route 133 roadways. Although bus service is extensive in coverage, the frequency of service is limited, with the Route 13 bus providing the most frequent service, roughly every 30 minutes. All the bus routes provide service to Downtown Ossining, whereas only Route 13 and Route 19 buses provide a convenient connection to the Ossining Metro-North Railroad Station.

Pedestrian and Bicycle Connectivity

The pedestrian network within Downtown Ossining consists of a well-developed sidewalk system (in good condition) that facilitates pedestrian connectivity and accessibility. However, accessibility for those with disabilities is limited along Main Street due to the steep hill between the historic Main Street corridor, the Ossining Metro-North Railroad Station, and the waterfront.

The Village's trail system provides additional pedestrian accessibility and active recreation options in a pedestrian-safe environment. However, some trails within the Village do not currently provide ADA accessibility; accessibility at the Sing Sing Kill Greenway will be enhanced when it is extended to Water Street as part of the redevelopment of 30 Water Street. While some of the trails within the Village allow bicycles, there are no dedicated bike lanes on public roadways in the Village. Bicyclists are allowed to utilize public roadways unless otherwise marked.

Market Analysis

This section on market trends provides data on residential and commercial properties within the Village of Ossining. Data has been obtained from real estate listing sites (Trulia and Zillow), RedFin brokerage reports, and LoopNet commercial property listings. Additional market observations were collected through interviews with real estate brokers, business owners, and developers.

Rental Homes

The rental inventory within the Village of Ossining is limited and sharply bifurcated between apartments in older apartment buildings and newer amenity-rich buildings near the waterfront.

As of February 2022, there were only thirteen housing units available for rent according to the most well-used listing sites. One-bedroom apartments varied in price from \$1,475 for a

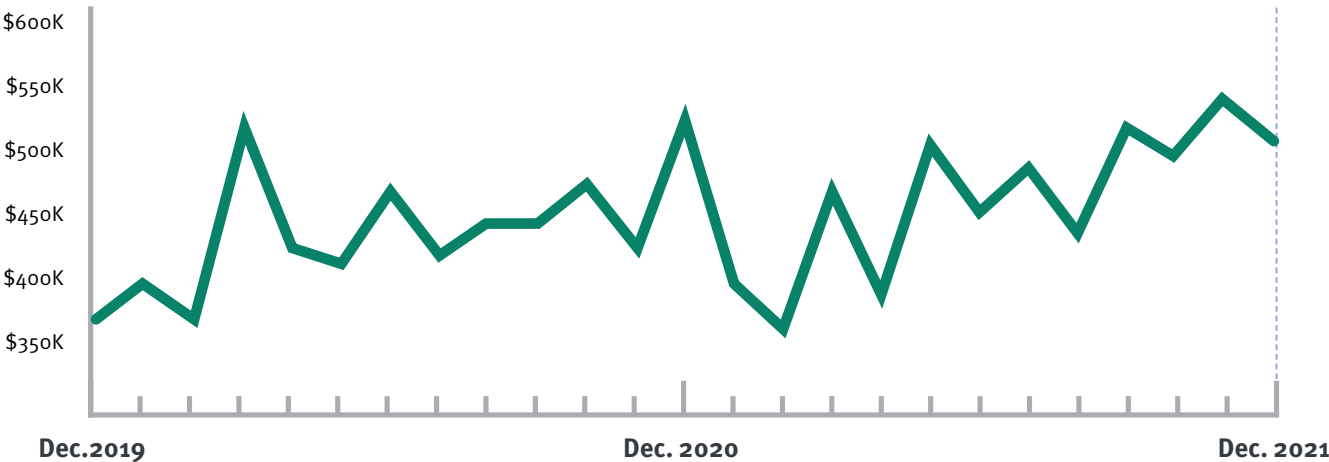
private unit in an older, subdivided home to \$3,195 for a one-bedroom at the Harbor Square multi-family development on the waterfront. Two-bedroom apartments ranged in price from \$1,975 in older townhome-style apartment buildings to \$3,885 in the Avalon building on Highland Avenue.

For Sale Homes

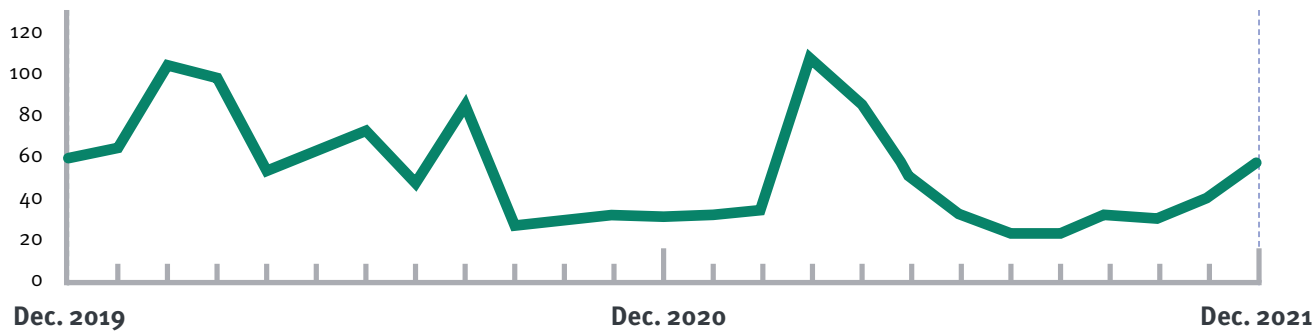
Over the last couple of years, the Village of Ossining’s housing market has experienced a steady rise in sale prices and a reduction in the number of days that listed homes are on the market before they are sold. These market dynamics are likely attributable to limited housing inventories and the increased regional demand during the pandemic for larger homes in lower-density neighborhoods.

Between December 2019 and December 2021, the median sale price of a home in the Village increased by 38% from \$375K to \$518K.

Median Sale Price in the Village of Ossining (December 2019 - December 2021)



Number of Days Village of Ossining Homes are on the Market (December 2019 - December 2021)



The high demand for single-family homes in the Village during the pandemic is also revealed by how long homes remain on the market before being sold. In December 2019, homes were on the market for an average of 63 days, falling to a low of 25 days in August 2021.

Real estate professionals suggest that the demand for housing in the DRI Analysis Area will grow stronger over the coming years. Market demand factors include the relative shortage of 1-bedroom and 2-bedroom condominium apartments in the Hudson Valley, the spillover effects from soaring housing costs in New York City, and the increased presence of young professionals living and working in the Hudson Valley. This rising demand for multi-family housing could result in higher market prices that make it harder for lower and middle-income households to secure affordable housing within the DRI Analysis Area.

Commercial Properties

Most of the leasable office space in the DRI Analysis Area is generally limited to Class C spaces located on the upper floors of 2 or 3 story mixed-use buildings. Outside of the DRI Analysis Area, there are a few commercial office spaces available for lease, but these spaces are also relatively small in dimension and basic in the level of amenity. The current asking price for office space within the Village is between \$20/square foot (sf) and \$25/sf, somewhat less

expensive than the average asking price of \$28 in Westchester County at the end of 2021. Retail spaces in the DRI Analysis Area are typically offered on the ground floor of mixed-use buildings with floor areas generally under 1,500 square feet. Retail space in the Village is offered at around \$28/sf.

Real estate brokers are generally not optimistic that the DRI Analysis Area could attract commercial office tenants given the oversupply of office space in Westchester and the continuing agglomeration of corporate tenants in major employment hubs. There are no indications of a major educational, cultural, or creative arts institution seeking space within the Village. However, real estate practitioners are optimistic about the possibility of attracting food entrepreneurs who might be interested in opening new restaurants, establishing food manufacturing businesses, or opening a culinary school in the DRI Analysis Area. Given the continuing regional growth of the healthcare sector, it may also be possible to attract more tenants seeking space for medical offices or urgent care facilities.

Critical Issues and Key Takeaways

The following critical issues and key takeaways, including both opportunities and challenges in the DRI area, were identified through a community assessment and input from the public and LPC members. These opportunities and challenges helped inform the DRI goals and strategies, and the proposed DRI projects in the Village of Ossining.

Opportunities

- 1 The proximity of the DRI area to a Metro-North Railroad Station and its accessibility to the job markets in New York City make Ossining a desirable place to live.
- 2 The population of the DRI area has been rising over the past decade, reflecting the desirability of the area as a place of residence and its potential to attract real estate developers seeking to invest in growing communities.
- 3 With its large Hispanic or Latino and Black or African-American populations, the DRI area is a diverse community whose varied cultural traditions help create a more vibrant downtown.
- 4 With proximity to the Hudson Riverfront and its network of trails and parks, the DRI area offers residents a variety of options for both passive and active recreation.
- 5 The Village's locally owned businesses, architecturally significant buildings, and historically significant sites, help give its residents a unique sense of place and identity that is in Westchester County.



Village of Ossining Pier



Village of Ossining Metro-North Railroad Station

Challenges

1

The connectivity of the Village's historic downtown to the waterfront is compromised by distance, grade changes, and limited pedestrian infrastructure. The public waterfront is also interrupted by Sing Sing Correctional Facility.

2

Even though the median income of DRI area residents has been rising over the past decade, there remains a significant population living below the poverty line with limited opportunities for economic advancement in the Village.

3

With few large employers located in the Village, residents of the DRI area broadly need to pursue employment opportunities outside of the Village.

4

Both renters and homeowners face high levels of housing cost burden as measured by the amount of their incomes they spend each month on housing costs. Although housing costs are high throughout the New York Metropolitan Region, a greater share of residents in the DRI area are cost burdened than those living in the Village of Ossining or Westchester County. Over the last two years, the pandemic has further intensified housing challenges in the Village of Ossining as sales prices have risen significantly.

5

Given the limited amount and connectivity of public transportation, access to the DRI area broadly requires visitors to arrive by automobile while parking is in limited supply.



Intersection of Main Street and Secor Road



Intersection of Main Street and Water Street



Section

2

Downtown Vision, Goals, and Strategies

Downtown Vision, Goals, and Strategies

Prior to selection for the Downtown Revitalization Initiative, the Village of Ossining had invested in extensive planning efforts aimed at revitalizing downtown. Building on those efforts, the Local Planning Committee developed the following vision statement, which articulates the community's hopes and aspirations for the future of Downtown Ossining. The vision statement was refined based on feedback from the LPC and members of the public. Goals and strategies were then developed to help realize this vision. Each of the projects recommended for implementation using DRI funding aligns with one or more of the following goals and strategies. Looking ahead, the vision, goals, and strategies should be used to guide project implementation and future planning efforts in Downtown Ossining.



A decorative graphic consisting of several colorful, irregular geometric shapes (polygons) arranged in a circular pattern around the central text. The colors include red, orange, blue, green, purple, and teal. The shapes are of varying sizes and orientations, creating a dynamic, abstract composition.

Vision

The Village of Ossining envisions its downtown as a **vibrant, diverse, and walkable district** that connects the historic Main Street corridor to the beautiful Hudson River waterfront. The revitalization of Downtown Ossining will leverage its existing assets—**abundant public amenities and access to transit, an innovative and entrepreneurial business community, and engaged residents** who share a commitment to building a more just society—to strengthen the local economy and expand opportunities for residents and visitors alike to live, work, and play. By fostering economic development that is **inclusive, sustainable, and resilient**, the Village will preserve its rich cultural and socio-economic diversity while creating an even better tomorrow.

Goals and Strategies



Transportation

IMPROVE walkability and connectivity within Downtown

Ossining, which has a steep hill, by implementing improvements that will enhance safety for pedestrians and bicyclists, promote transit ridership, and address concerns about parking availability.

Strategies

Implement streetscaping and wayfinding improvements to enhance the pedestrian experience and support pedestrian circulation between the public waterfront, the Ossining Metro-North Station, and the Main Street corridor.

Leverage planned projects—namely the Five Corners intersection improvements and the Route 9 Road Diet—that will enhance safety, access, and circulation for all roadway users, including pedestrians, bicyclists, and drivers.

Invest in sustainable transportation infrastructure and promote multi-modal access to Downtown Ossining, with a focus on electric vehicle charging, electric bicycle facilities, and expanded ferry service.

Projects that Align

- › Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development
- › Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity
- › Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset
- › Expand Haverstraw-Ossining Ferry Service to Weekends



Economic Development

STRENGTHEN the local economy by leveraging Downtown Ossining's

existing assets to attract visitors and foster economic development that is inclusive, sustainable, and resilient, so that the area continues to reflect the Village's cultural and socio-economic diversity.

Strategies

Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.

Support the repurposing and reactivation of vacant or underutilized buildings with new businesses that create new job opportunities and increase tax revenue.

Implement public realm improvements that strengthen Downtown Ossining's unique sense of place and make it an attractive destination for businesses, residents, and visitors.

Projects that Align

- › Transform the Joseph G. Caputo Community Center
- › Preserve and Adaptively Reuse the Historic Bank Building at 200 Main St
- › Enhance and Expand the Market Square Public Plaza
- › Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development
- › Preserve and Revitalize the Historic Olive Opera House Building
- › Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining
- › Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity
- › Upgrade the Louis Engel Waterfront Park Performance Space
- › Expand Haverstraw-Ossining Ferry Service to Weekends

Goals and Strategies



Housing

ENCOURAGE the creation of mixed-income housing in

Downtown Ossining through public-private partnerships that result in rehabilitation of existing buildings and construction of new mixed-use, transit-oriented buildings on certain strategic sites.

Strategies

Leverage publicly owned properties and resources to promote development of mixed-income housing with active ground floor uses and strong connections to public transit.

Support public-private partnerships to help ensure that new private development incorporates improvements that serve the public and strengthen Downtown Ossining.

Maintain and upgrade public infrastructure to support future growth in population and density.

Projects that Align

- › Enhance and Expand the Market Square Public Plaza
- › Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development



Open Space, Recreation, and Culture

ENHANCE the abundant public amenities within Downtown Ossining—including the waterfront, green spaces, and the Community Center—and encourage a vibrant sense of place through outdoor dining, public art, and ongoing cultural programming.

Strategies

Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.

Celebrate the Village of Ossining's history and culture through the renovation of downtown buildings.

Leverage the scenic waterfront, access to the Hudson River, and close relationship with the Village of Haverstraw to expand tourism and strengthen the Village of Ossining as a destination.

Projects that Align

- › Transform the Joseph G. Caputo Community Center
- › Preserve and Adaptively Reuse the Historic Bank Building at 200 Main St
- › Enhance and Expand the Market Square Public Plaza
- › Preserve and Revitalize the Historic Olive Opera House Building
- › Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining
- › Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity
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- › Upgrade the Louis Engel Waterfront Park Performance Space
- › Expand Haverstraw-Ossining Ferry Service to Weekends



Section

3

Downtown Management and Implementation Strategy

Downtown Management and Implementation Strategy

The proposed project sponsors are well-positioned to coordinate the management and implementation of the projects recommended for DRI funding. With a deep bench of experienced staff professionals and elected officers, the Village has a strong track record of translating vision to reality and will use existing management structures to guide downtown revitalization in a fiscally sustainable manner.

The following project sponsors will be the responsible entities for implementing and managing the Village of Ossining's DRI-funded projects. Project sponsors will coordinate their implementation activities with Village departments, boards, or committees as well as technical advisors and private consultants. However, these entities will generally have only a temporary or advisory role in project implementation and management. Entities charged with an ongoing or more substantial role in project management are identified below as project partners.

Public

The Village of Ossining, Office of the Village Manager

The Village of Ossining is the project sponsor for seven of the ten projects proposed for DRI funding. As such, the Office of the Village of Manager will lead the coordination, implementation, and management duties required for executing the DRI Plan. The Village Manager is the Chief Executive Officer and Administrative Officer of the Village. Under the direction of the Mayor and the Board of Trustees, the Village Manager is responsible for the daily operations of all Village departments (except for the Police Department, which reports directly to the Board of Trustees).

The Office of the Village Manager is staffed by the Village Manager, Assistant Village Manager, and Project Manager. The Village Manager, Karen D'Attore, has overseen the completion and adoption of the 2021 Comprehensive Plan as well as the selection of a development partner for the former Department of Public Works site at 30 Water Street. The Village Manager has also

secured more than \$3 million in grant funding, which is being used to fund the remediation of the historic bank building at 200 Main Street and the construction of a new Indian Brook Water Treatment Plant, among other initiatives.

Other Village departments that will play important roles in project implementation include the Planning Department, Public Works, the Building Department, and the Recreation and Parks Department. The Planning Department also manages several volunteer boards and committees that may play a role in project implementation, including the Planning Board and Board of Architectural Review, a Zoning Board of Appeals, an Environmental Advisory Council, and a Historic Preservation Committee. The Village has extensive experience managing complex projects that highlight its capacity to implement the proposed DRI projects from initial contract execution to project completion. Many of the projects proposed for DRI funding, such as the renovation of the Community Center and construction of a new multi-modal transportation center, will involve significant

capital planning and construction management duties. The execution of these projects will be aided by the Village's experience executing major capital projects, including the construction of the Ossining Fire Department Headquarters, installation of the Sing Sing Kill Greenway, and the addition of an Olympic-sized pool to the Community Center.

The construction of a new multi-modal transportation center will also require significant ongoing maintenance and operations. The Village will draw on its robust experience in operating facilities, including Village Hall, the Operations Center, the Community Center, Indian Brook Water Treatment Plant, five firehouses, five significant parks, and three sizable surface parking lots.

Other projects proposed for DRI funding, such as the adaptive reuse of the historic bank building at 200 Main Street, will require the Village to solicit, select, and coordinate with a private development firm. The Village has previously partnered with development firms on projects at other Village-owned properties, including the former Department of Public Works site at 30 Water Street and Harbor Square along the waterfront.

The project to expand the Haverstraw-Ossining ferry service to weekends will require the Village to draw upon its many years of successfully partnering with the Village of Haverstraw, the MTA, and NY Waterway to operate the weekday ferry service between Haverstraw and Ossining. The Village will also retain the services of a consultant to help create a promotional strategy for the expanded service and track its performance. The Village has an extensive track record of soliciting and managing consultants for a range of planning and evaluative tasks, including for its 2021 Comprehensive Plan. Other DRI projects for which the Village is likely to enlist the support of private consultants include the enhancements to streetscaping in the Station Plaza neighborhood and the Sing Sing Kill Greenway.

The Town of Ossining, Office of the Supervisor

The Town of Ossining is the project sponsor for the upgrade to the performance space at the Louis Engel Waterfront Park. The project will be led by the Office of the Town Supervisor, in partnership with the Recreation and Parks Department. Senior staff members from both entities have a long track record of working collaboratively on the improvement, operation, maintenance, and programming of several park facilities within the Village and the Town. The Recreation and Parks Department will also support the Village of Ossining's renovation of the Community Center.

Private

Brandreth Central Realty Corp (Fan Family)

As the project sponsor for the rehabilitation of the Olive Opera House building, the Brandreth Central Realty Corp ("BCRC") is a family-owned business that has managed the opera house building as an art studio space for 40 years. BCRC receives technical guidance, design services, and project planning support from the firm Nexus Creative Architecture, Planning, and Design. The project is currently in the design phase, and BCRC anticipates expanding its team to include development and construction partners in the future. Upon completion of the project, BCRC will either expand its firm's capacity by hiring property management staff or engage a private property management firm to oversee the new facility's ongoing operation.

Non-Profit

Sing Sing Prison Museum

The project sponsor for the Sing Sing Prison Museum Preview Center will be the Sing Sing Prison Museum, a non-profit organization with a six-person staff and a 24-member Board of Trustees. In addition to being advised by an established historic preservation firm, the Sing Sing Prison Museum's Executive Director and Deputy Director are experienced with the renovation of history museums and the curation of historical exhibits. The Sing Sing Prison Museum expects that its new facility will be housed within BCRC's rehabilitated Olive Opera House building, reflecting a unique partnership between two project sponsors.

Implementation Strategy Summary Table

Project	Project Sponsor/ Responsible Entity	Project Partners	Coordinating Entities, Technical Advisors, Consultants	Timeline
Transform the Joseph G. Caputo Community Center	Village of Ossining, Office of the Village Manager	› Ossining Youth Bureau	› Village of Ossining Public Works › Ossining Recreation and Parks Department	28 Months
Preserve and Adaptively Reuse the Historic Bank Building at 200 Main Street	Village of Ossining, Office of the Village Manager	› Private Development Partner	› Village of Ossining Historic Preservation Commission	27 Months
Enhance and Expand the Market Square Public Plaza	Village of Ossining, Office of the Village Manager	› Private Development Partner	› Village of Ossining Planning Department	21 Months
Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development Downtown	Village of Ossining, Office of the Village Manager	› Private Development Partner › Project MOVER (NYSERDA and EIT InnoEnergy)	› Village of Ossining Planning Department	18 Months
Preserve and Revitalize the Historic Olive Opera House Building	Brandreth Realty Corp (Fan Family)	› Sing Sing Prison Museum	› Nexus Creative Architecture, Planning, and Design	25 Months
Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining	Sing Sing Prison Museum Staff and Board of Directors	› Brandreth Central Realty Corp (Fan Family)	› JH. Pokorny and Associates	15-18 Months

DOWNTOWN MANAGEMENT AND IMPLEMENTATION STRATEGY

Project	Project Sponsor/ Responsible Entity	Project Partners	Coordinating Entities, Technical Advisors, Consultants	Timeline
Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity	Village of Ossining, Office of the Village Manager		<ul style="list-style-type: none"> › Village of Ossining Public Works › Village of Ossining Planning Department 	15 Months
Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset	Village of Ossining, Office of the Village Manager		<ul style="list-style-type: none"> › Village of Ossining Public Works › Village of Ossining Planning Department 	20 Months
Upgrade the Louis Engel Waterfront Park Performance Space	The Town of Ossining, Supervisor's Office		<ul style="list-style-type: none"> › Ossining Recreation and Parks Department › Westchester County › New York State Department of Environmental Conservation › HDR 	15 Months
Expand Haverstraw-Ossining Ferry Service to Weekends	Village of Ossining, Office of the Village Manager	<ul style="list-style-type: none"> › Village Haverstraw, › Office of the Mayor › NY Waterways › MTA 	<ul style="list-style-type: none"> › Consultant 	12 Months



Public Involvement

Public Involvement

Robust community engagement was essential to the DRI planning process—and will remain so during the implementation of the recommended projects. The insights and support of community members are critical to developing and advancing the Village of Ossining’s DRI vision and goals. Throughout the DRI planning process, stakeholder engagement and community outreach efforts were aimed at ensuring that residents, businesses, and local organizations were informed about the process and had a voice in selecting the projects to transform Downtown Ossining.



At the outset of the DRI planning process, the project team collaborated on the development of a public engagement plan with the aim of encouraging participation from a broad and diverse group of people. It was particularly important that, in recognition of Downtown Ossining’s diversity, all community engagement activities were accessible in English and Spanish. Also, considering the ongoing COVID-19 pandemic, all community engagement activities were made accessible to participants in-person and virtually through the use of a virtual meeting room and online surveys.

The DRI planning process spanned a total of three community meetings and eight Local Planning Committee meetings. Following each community meeting, additional input was gathered via online surveys. Throughout the process, the consultant team regularly contacted 25 key organizations, businesses, and community groups to share outreach materials. Additional community outreach efforts included in-person promotion of the DRI planning process at community events, distribution of flyers and postcards, an ongoing website and social media presence, and press releases to local news outlets.

Local Planning Committee

As part of the DRI process, a Local Planning Committee (LPC) was appointed to develop this DRI Plan. The LPC included 17 representatives from key public, private, non-profit, and institutional stakeholders. It was co-chaired by Village of Ossining Mayor Rika Levin and Dr. Marsha Gordon, President and CEO of the Business Council of Westchester.

The LPC’s purpose was to provide input on local issues, brainstorm ideas, provide direction to consultants, review draft documents, assist in the public outreach process, and conduct the review and identification of projects to be recommended for DRI funding in the DRI Plan. The LPC held regular meetings that were open to the public. The LPC used these meetings to provide input at each stage of the development of the DRI Plan.

In addition to regular LPC meetings, the consultant team facilitated three community meetings throughout the DRI planning process in coordination with the Village of Ossining. The meetings were open to the public and included interactive exercises, question and answer sessions, and opportunities for public comment. All feedback and comments from the public were collected and reported to the LPC. All meeting dates were listed on the DRI webpage on the State’s DRI website, the Village of Ossining’s website, and the Village’s social media pages. Meeting dates and information were also regularly included in web blasts from the Village and in the Mayor’s weekly message.



LPC Meeting 1
February 17, 2022

The first LPC meeting, held virtually via Zoom, opened with welcomes from the NYS Department of State Secretary Robert J. Rodriguez and LPC Co-Chairs Mayor Rika Levin and Dr. Marsha Gordon. Following introductions of the LPC members, State representatives, representatives from the Village of Ossining, and members of the consultant team, the consultant team provided an overview of the DRI program. This information included a timeline for the DRI planning process, roles and responsibilities, and criteria for potential DRI projects.

Next, the LPC reviewed the Village of Ossining's DRI application, including the DRI boundary, a draft of the vision for Downtown Ossining, and potential DRI projects. The LPC participated in an interactive online activity to provide input on the draft vision statement and begin developing goals for the DRI area. Lastly, the LPC reviewed the plan for public engagement, offered feedback on proposed outreach strategies, and discussed the Call for Projects, which was open during the month of March. The meeting concluded with an opportunity for public comment, during which one person suggested ways to engage the community and expressed their general excitement for the DRI program.

LPC Meeting 2

March 19, 2022

The second LPC meeting centered around a walking tour of the DRI area that was attended by LPC members, Village staff, the consultant team, and interested members of the public. A brief meeting was held prior to the walking tour, both in-person at the Village Hall and virtually via Zoom. Following introductions and opening remarks, the consultant team shared key takeaways from the first community meeting and asked the LPC for its feedback on the public engagement conducted to date. The consultant team also shared an updated draft of the vision and goals for Downtown Ossining as well as key takeaways from the DRI Downtown Profile and Assessment. The meeting closed with an opportunity for public comment, during which three people shared comments expressing their excitement about the DRI planning process and how it is building on all the planning work of previous years. After the meeting, LPC members and members of the public were introduced to the potential DRI projects from the Village's DRI application while on a walking tour of the DRI area.



LPC Meeting #3 April 7, 2022

The third LPC meeting was held virtually via Zoom and focused on the preliminary project list. The consultant team reviewed the project evaluation process and then introduced each of the projects submitted by the public, private, and non-profit project sponsors during the Call for Projects. The consultant team and LPC discussed the preliminary project list, with the consultant team sharing its initial determinations on project eligibility, alignment with the DRI vision and goals, and project readiness. Following the meeting, the LPC was asked to provide input on project evaluation criteria to be used later in the DRI process. The meeting closed with an opportunity for public comment, during which one person shared that the revitalization of Main Street will only be possible if parking availability is increased.

LPC Meeting #4 May 5, 2022

The fourth LPC meeting, held virtually via Zoom, began with a brief review of the project evaluation process and the feedback was collected from participants at the second community meeting on the proposed projects. The consultant team also shared the input received from the LPC on project evaluation criteria. Then, in response to LPC feedback, project sponsors made brief presentations on their proposed projects and answered questions from the LPC. Representatives from the Sing Sing Prison Museum, the Olive Opera House, and the Town of Ossining all participated. The meeting closed with an opportunity for public comment, but no comments were received.

LPC Meeting #5 (May 12, 2022)

The fifth LPC meeting, held virtually via Zoom, began with a brief review of the project evaluation process. Then the Village of Ossining's Village Manager made a presentation describing the Village's proposed projects and answered questions from the LPC. The meeting concluded with an opportunity for public comment, and one person shared a comment about the proposed project for a pier extension.

LPC Meeting #6 (June 7, 2022)

The sixth LPC meeting was held virtually via Zoom. During this meeting, the consultant team presented a summary of online feedback received on each of the proposed projects as well as updates to the proposed projects. The LPC discussed the list of proposed projects and determined that additional information was needed before they could select a preliminary slate of proposed projects to recommend for DRI funding. The meeting closed with an opportunity for public comment, during which three people shared comments about the proposed projects and community engagement. Following the meeting, LPC members completed a short assessment intended to measure overall levels of support and help inform the discussion at the following LPC meeting.

LPC Meeting #7 (June 16, 2022)

The seventh LPC meeting was a hybrid meeting, held in-person and via Zoom. The consultant team presented the results of the assessment that LPC members completed following LPC Meeting 6. The LPC then discussed the proposed projects and, by consensus, identified a preliminary slate of projects that would have a transformational impact on Downtown Ossining. The meeting closed with an opportunity for public comment, but no comments were received.

LPC Meeting #8 (June 21, 2022)

The eighth LPC meeting was a hybrid meeting, held in-person and via Zoom. The consultant team presented a summary of feedback that was collected at Community Meeting 3 and using an online survey. The LPC also reviewed updates to the proposed projects. LPC members then discussed the slate of projects considering the community feedback that was received and agreed to finalize the preliminary slate of projects to be submitted to the DRI program for funding consideration. No comments were received from members of the public during the public comment period.



LPC Meeting #7

Community Meetings

In addition to regular LPC meetings, the consultant team facilitated three community meetings throughout the DRI planning process. The meetings were open to the public and included opportunities for participants to ask questions, provide feedback, and take part in interactive exercises. The meeting dates were included on the Village of Ossining's DRI project webpage, on the Village's social media, and in the Village's online newsletters and emails. Additional outreach strategies included phone calls and emails to over 25 stakeholder groups, distributing flyers and postcards to local businesses, and promotion at in-person events.

Community Meeting #1 March 8, 2022

The first community meeting was held virtually via Zoom and was attended by approximately 90 people. The meeting focused on introducing the DRI planning process and soliciting feedback on the vision and goals for Downtown Ossining. Spanish interpretation was available throughout the meeting. A Virtual Meeting Room (VMR) was created to provide additional opportunities for community members to provide feedback following the meeting.

The meeting began with opening remarks from the LPC Co-Chairs, Village of Ossining Mayor Rika Levin and Dr. Marsha Gordon. Then the consultant team made a presentation, which included a discussion of the revitalization themes, issues, and opportunities that are unique to the Village of Ossining. The consultant team also provided an overview of draft DRI area, vision, and goals. The meeting concluded with a description of the public engagement plan and the Call for Projects.

The remainder of the meeting was used for a question-and-answer session. Participants submitted written questions or used the "raise hand" feature to ask their question directly. The consultant team recorded questions and comments in real-time using a Miro board, which was displayed on the screen.

Generally, community members expressed that it was important to widely share information about the DRI planning process and create multiple opportunities for feedback and input. There was also an interest in integrating the DRI with previous studies and strategic planning efforts. Participants felt the DRI was an opportunity to address climate change and improve resiliency, revitalize the waterfront, and creating long-term, sustainable change in Downtown Ossining.



Miro board exercise during Community Meeting 1



Community Meeting 1 social media posting.

Community Meeting #2 April 30, 2022

The second community meeting was held in person at the Joseph G. Caputo Community Center and was attended by approximately 40 people. Spanish interpretation was available throughout the meeting. The meeting focused on soliciting feedback on the proposed DRI projects, which was used to inform the LPC's decision-making. The meeting began with opening remarks from Mayor Rika Levin. Then consultant team delivered a brief presentation that provided an overview of the DRI planning process in the Village of Ossining.

The remainder of the meeting was used for a "station walk," during which participants could move freely around the room and learn about each of the 15 proposed projects at their own pace. Each station featured two project boards (presented in both English and Spanish) and a feedback board. Participants were asked to respond to the below feedback questions:

- › Does this project have the potential to be transformative or catalytic for Downtown Ossining?
- › What do you like about this project?
- › How would you improve this project?



Project sponsors speaking to community members and answering questions during Community Meeting 2.

Two projects had additional targeted questions. Attendees read about the proposed projects, spoke with project sponsors, and shared their feedback on the feedback boards using sticky notes. The approximately 40 meeting participants provided a total of 116 comments across 15 proposed projects. The comments expressed support or concerns, asked clarifying questions, or made suggestions, such as "need more shops" or "yes to parking as long as public space is preserved."

Following the community meeting, two online feedback opportunities were made available, in both English and Spanish: a VMR and an online survey. Both the VMR and the online survey provided the same project information to the public and asked survey questions. The VMR and the online survey were available for a month and a total of 151 responses were received.

Community Meeting #3 **June 14, 2022)**

The third community meeting was held in person at the Joseph G. Caputo Community Center and attended by approximately 40 people. The meeting focused on soliciting feedback on the preliminary slate of proposed DRI projects, which was used to inform the LPC's decision-making. The meeting began with opening remarks and an introduction from Village of Ossining Trustee and LPC member Dana White. The consultant team then delivered a presentation that included an overview of the DRI planning process and a description of the preliminary slate of proposed DRI projects, including information on the project sponsors, total project costs, DRI funding requests, project goals, and benefits.

Following the presentation, participants were invited to take part in an interactive exercise to provide feedback on the preliminary project list to be shared with the LPC. Following the community meeting, an online survey soliciting feedback on the project list was also made available for five days. Approximately 680 people provided input either in person or online.



The consultant team giving a presentation on the preliminary list of projects at Community Meeting 3.



Village Board of Trustee and LPC Member Dana White providing opening remarks at Community Meeting 3

Virtual Engagement

Providing materials and input opportunities online was a critical way to increase the opportunities for community members to participate in the DRI planning process. Virtual engagement tools helped ensure that the planning process was transparent and that community members interested in participating could learn more and weigh in at times convenient to them. Online input opportunities were particularly important considering the ongoing COVID-19 pandemic, as it allowed community members who were unable to attend in-person meetings to provide feedback.

Website

Throughout the DRI planning process, the Village of Ossining maintained webpage on their website that was dedicated to the DRI program. The webpage included background information on the DRI program, contact information, and announcements. The page also housed all meeting materials for the LPC and community meetings, including agendas, background materials, and recordings. Links to online input opportunities were highlighted, when available.

Online Surveys

Online surveys, outside the VMR, were created to gather feedback after the second and third community meetings. The surveys offered an accessible way to answer questions about each proposed DRI project and provide feedback. All surveys were available in both Spanish and English.

Virtual Meeting Room

A Virtual Meeting Room (VMR) was created to provide additional opportunities for community members to learn about the DRI planning process, weigh in the vision and goals for Downtown Ossining, and provide feedback on the proposed DRI projects. The VMR was available in both English and Spanish.



Virtual Meeting Room welcome table in English.



Project boards within the Virtual Meeting Room provided in Spanish.

Additional Community Engagement

To create as many opportunities as possible for community members to provide feedback and participate in the DRI planning process, outreach for the DRI meetings and online feedback opportunities included the following:

Targeted Stakeholder Outreach

The consultant team conducted outreach to over 25 key organizations, businesses, and community groups to help inform stakeholders about the DRI program and seek feedback from the stakeholders and their networks.

Consistent Online Presence

In addition to the dedicated DRI webpage on the Village of Ossining's website, information about the DRI planning process was posted on the Village's Facebook and Instagram pages and to local Facebook groups. Information was also regularly included in the Mayor's weekly message and advertised in the Village's weekly email newsletters.



The consultant team attended the Juneteenth celebration to promote upcoming meetings and gather feedback on the proposed project.

Pop Up Events

The Village and the consultant team set up several pop-up booths at existing community events during the DRI planning process to promote upcoming meetings and gather feedback on proposed projects. Pop-ups were held at Earth Day, Portugal Day, and the Juneteenth celebration as well as at the weekly farmers market.

Open Call for Projects

An Open Call for Projects was developed to solicit projects and ideas for inclusion in the DRI Plan. A total of sixteen submissions were received, including projects that the Village included in the DRI application. Submissions ranged from implementing free Wi-Fi in the DRI area to renovating and preserving historic buildings to support new uses. The consultant team held two sessions of virtual office hours to answer questions about the application form and the DRI planning process more generally.

Other Methods

Other methods to inform and involve the public in the DRI planning process included distributing flyers and postcards to local area businesses and organizations such as the Ossining Food Pantry, distributing press releases to local media outlets, and boosting Facebook posts via paid advertising.



Section

5

Projects Proposed for DRI Funding

Projects Proposed for DRI Funding

Throughout the DRI planning process, the Local Planning Committee worked with the Village of Ossining, project sponsors, and the project team to identify, refine, and finalize a list of recommended projects for DRI funding. Taken together, the recommended projects establish a strategic approach to downtown revitalization and work in synergy to further the Village of Ossining’s vision and goals. The projects also leverage ongoing projects within the Village of Ossining, providing a balanced approach of investing in transportation, economic development, housing, open space, recreation, and culture.

How Projects Were Selected

As described in Section 4, the community was encouraged to submit potential projects and ideas through an Open Call for Projects. The Village of Ossining’s DRI application also identified several potential projects. Together, this preliminary slate of projects was evaluated by the LPC. The LPC met eight times over the course of the DRI planning process. During these meetings, the LPC reviewed input from the community meetings, heard from project sponsors, reviewed planning documents, asked thorough questions, and ultimately decided upon the slate of projects presented in this DRI Plan.

The LPC evaluated each project individually and considered each project’s alignment with the vision and goals for Downtown Ossining. The LPC also considered the project’s transformative and catalytic potential, readiness and feasibility, sponsor capacity, public support, economic benefit, and community benefit. The selection criteria included:

Transformative and Catalytic Potential

- › Will this project significantly enhance downtown?
- › Will this project make other things happen, i.e., attract other public and private investment?
- › Will the project have a long-term impact?
- › Does the project have the potential to create benefit beyond the DRI boundary?

Project Readiness and Feasibility

- › Can the project break ground within two years?
- › Are there any regulatory hurdles?

Sponsor Capacity

- › Can the project sponsor reasonably participate in the project financially?
- › Will the project be successfully maintained and managed over time?

Public Support

- › Does the project have broad public support?

Economic Benefit

- › Will this project increase tax revenue?
- › Will this project create new jobs and/or workforce development opportunities for a diverse group of people?
- › Will this project increase economic activity in Ossining, thereby supporting the growth of existing businesses and/or the creation of new businesses?

Community Benefit

- › Will this project improve the quality of life for those who live in Ossining, and deepen a sense of pride and belonging among residents?
- › Will this project increase the quantity and diversity of goods and services?
- › Will this project improve walkability, connectivity, and ease of access to Downtown Ossining?
- › Does this project advance sustainability and decarbonization?

Project Synergies

The LPC recommended a slate of 10 projects for DRI funding. These projects represent a total investment of \$27.9 million in Downtown Ossining, including \$13.1 million in total DRI funding requests and \$14.8 million in leveraged public, non-profit, and private investment--with the potential to catalyze greater investment in the future.

The recommended projects establish a strategic approach to downtown revitalization, with strong synergies between projects, creating a potential impact greater than the sum of its parts. For instance, building a new multi-modal transportation center would facilitate redevelopment at other recommended project sites, namely the historic bank building at 200 Main Street and the historic Olive Opera House building. Similarly, enhancements to the streetscaping in the Station Plaza neighborhood and to the Sing Sing Kill Greenway would work in concert to promote connectivity between the waterfront, the Ossining Metro-North Station, and the historic Main Street corridor.

The recommended projects will not only benefit from each other but will also influence and catalyze the revitalization of the DRI area and the surrounding neighborhoods. For instance, transforming the Joseph G. Caputo Community Center, enhancing and expanding the Market Square public plaza, and launching the Sing Sing Prison Museum would draw more residents and visitors to the Main Street corridor. Similarly, upgrading the Louis Engel Waterfront Park performance space would attract visitors to the waterfront, particularly when coupled with the pilot project for expanding the Haverstraw-Ossining ferry service to weekends.

The recommended projects also complement ongoing projects within the Village of Ossining, including roadway improvements at the “Five Corners” intersection (where the Market Square public plaza and historic Olive Opera building are located) and the Route 9 Road Diet (where the historic bank building at 200 Main Street is located). Similarly, the streetscape enhancements in the Station Plaza neighborhood and the upgrades to the Sing Sing Kill Greenway will support investments made in connection to the 109-unit mixed-income development project at the former Department of Public Works site at 30 Water Street.

Projects Proposed for DRI Funding

Project		Total Project Costs	DRI Request	Page #
1	Transform the Joseph G. Caputo Community Center	\$5,941,000	\$2,500,000	S5-74
2	Preserve and Adaptively Reuse the Historic Bank Building at 200 Main Street	\$1,564,000	\$1,564,000	S5-81
3	Enhance and Expand the Market Square Public Plaza	\$2,000,000	\$2,000,000	S5-89
4	Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development Downtown	\$11,722,000	\$3,000,000	S5-97
5	Preserve and Revitalize the Historic Olive Opera House Building	\$3,071,000	\$1,500,000	S5-105
6	Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining	\$697,000	\$600,000	S5-112
7	Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity	\$857,000	\$857,000	S5-119
8	Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset	\$400,000	\$375,000	S5-126
9	Upgrade the Louis Engel Waterfront Park Performance Space	\$1,200,000	\$600,000	S5-134
10	Expand Haverstraw-Ossining Ferry Service to Weekends	\$490,000	\$100,000	S5-141

Project Map



PROJECTS PROPOSED FOR DRI FUNDING

#	Project Name	Project Description	Responsible Party	Estimated Total Project Costs	DRI Funding Request	Funding Sources	Proposed Start Date	Anticipated Completion Date	Jobs Created
1	Transform the Joseph G. Caputo Community Center	Transform the Community Center into a state-of-the-art facility for intergenerational recreation and learning that will create opportunities for innovative programming while providing expanded and improved space for STEM and sports for children, adults, and seniors.	Village of Ossining	\$5,941,000	\$2,500,000	› DRI Funding › Sam Grant › Public Financing	Spring 2023	Spring 2025	0
2	Preserve and Adaptively Reuse the Historic Bank Building at 200 Main Street	Renovate a vacant, architecturally significant (Beaux-Arts style) building at 200 Main Street to be ready for complete fit out by a future tenant.	Village of Ossining	\$1,564,000	\$1,564,000	› DRI Funding	Fall 2023	Fall 2024	10
3	Enhance and Expand the Market Square Public Plaza	Design and construct a new public plaza to include new seating and landscaping.	Village of Ossining	\$2,000,000	\$2,000,000	› DRI Funding › Private Financing	Spring 2023	Fall 2024	0
4	Build a Multi-Modal Transportation Center to Facilitate Mixed-Use Development Downtown	Build a multi-modal transportation center to provide approximately 240 vehicle parking spaces, as well as bicycle infrastructure to accommodate parking and charging, to support infill development in downtown and promote decreased reliance on vehicle use. The center will generate renewable energy via a rooftop solar array, and the design will be consistent with the historic character of the Main Street Corridor.	Village of Ossining	\$11,722,000	\$3,000,000	› DRI Funding › Private Financing › Public Financing	Spring 2023	Fall 2024	4-6
5	Preserve and Revitalize the Historic Olive Opera House Building	Conduct exterior renovations, restorations, and retrofitting of the interior of the building to allow for flexible workspaces, studios, and a performance space with modular stage.	Brandreth Realty Corp (Fan Family)	\$3,071,000	\$1,500,000	› DRI Funding › Private Equity	Fall 2022	Fall 2023	10-15
6	Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining	Develop prototype exhibition materials for the Sing Sing Prison Museum Preview Center, which will include exhibits about the Prison and serve as a hub for collaboration for various organizations to address the criminal justice system in society.	Sing Sing Prison Museum	\$697,000	\$600,000	› DRI Funding › SSPM Cash Reserves › Exhibition Kickstarter Fund › Mid-Hudson Valley Heritage Area	Fall 2023	Spring 2024	10
7	Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity	Beautify the Station Plaza neighborhood through improved streets, widened sidewalks, bikeability, placemaking and connectivity between the waterfront and upper Main Street.	Village of Ossining	\$857,000	\$857,000	› DRI Funding	Spring 2023	Spring 2024	0
8	Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset	Install three natural stone aquatic ladders accompanied by educational and interactive signage throughout the existing, and extended, Greenway trail.	Village of Ossining	\$400,000	\$375,000	› DRI Funding › Public Financing	Spring 2023	Fall 2024	0
9	Upgrade the Louis Engel Waterfront Park Performance Space	Replace the existing stage with a new, covered state-of-the-art performance space to accommodate performances in inclement weather while drawing locals and visitors to the waterfront.	Town of Ossining	\$1,200,000	\$600,000	› DRI Funding › Public Financing	Spring 2023	Summer 2024	0
10	Expand Haverstraw-Ossining Ferry Service to Weekends	Implement a joint pilot project between the Villages of Ossining and Haverstraw to provide ferry service for weekend service between April and October of 2024.	Village of Ossining	\$490,000	\$100,000	› DRI Funding › Fare Revenue › Public Financing	Summer 2024	Fall 2024	0



Proposed renovated youth room in the Community Center



Transform the Joseph G. Caputo Community Center

DRI Funding Request

\$2,500,000

Total Project Cost

\$5,941,000

Project Description



Public Improvement Project

The Joseph G. Caputo Community Center, located in the heart of Downtown Ossining, will become a model for a multi-generational recreational community building. Its existing gymnasium, Olympic-sized indoor pool, and children’s spray deck make it a prime gathering place for residents of the Village and the Town of Ossining. The Community Center also houses the Ossining Youth Bureau, which launched in 2021 and is the first Youth Bureau to be approved by Westchester County in nearly 30 years.

The Village of Ossining aims to transform the Community Center into a state-of-the-art facility with opportunities for innovative programming that rival private facilities throughout Westchester County. By expanding and improving space for STEM learning, the facility will support job-readiness programs and become a career launch pad. Specifically, DRI funding will be used to renovate the building, upgrade sports facilities for children, teens, and adults, and support career training opportunities in industries, including tech services, healthcare, culinary arts, among others. In the long-term, these improvements will support sustainable economic development and advance equity and opportunity in the community.

Capital improvements to the building include remodeling its interior to optimize space, flow, form, and function, while ensuring security and energy efficiency. These improvements include:

PROJECTS PROPOSED FOR DRI FUNDING

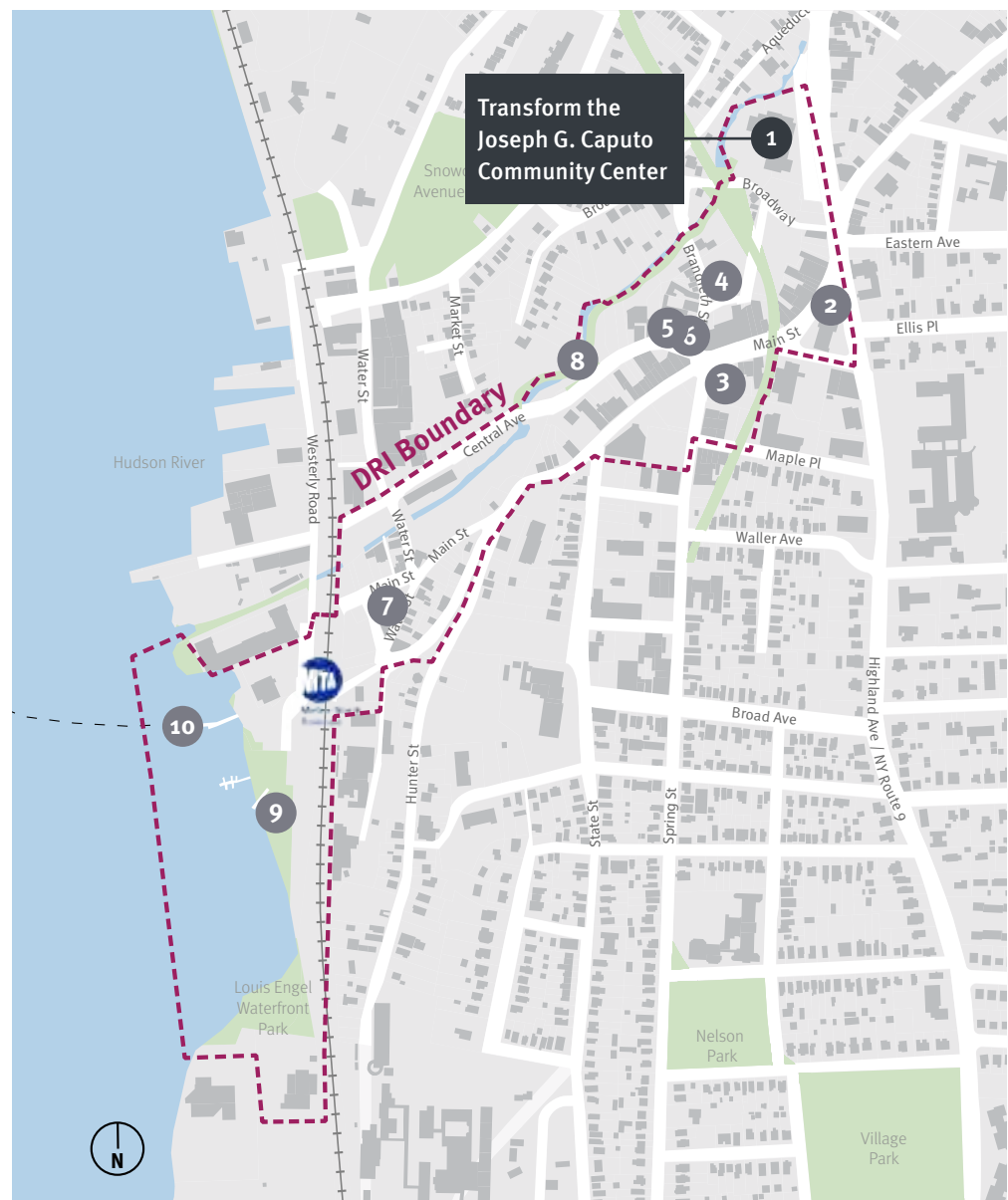
the redesign of a single main entrance at the lower level of the building; reconfiguration of the Sing Sing Prison Museum space to expand room for administrative and meeting functions and redesign of existing space to support youth programming and community outreach and activities. Other capital improvements include a new roof, decarbonization elements, such as a solar rooftop array, and pool area improvements, including locker room renovations.

Additionally, the exterior courtyard located on the upper level will be reimagined as both an extension of the existing art room and a more functional and accessible outdoor community space. Other exterior enhancements include new windows and lighting, a protected main entryway, and façade improvements to improve the look of the facility.








Project Location



The Joseph G. Caputo Community Center is located at 95 Broadway Avenue. The Sing Sing Kill Greenway originates at this location.



PROJECTS PROPOSED FOR DRI FUNDING

Project Sponsor		The Village of Ossining is the project sponsor and will oversee the renovation of the Community Center.	
Property Ownership		The Village of Ossining owns the Community Center and the land the renovation will occur upon. As such, no real property acquisition will be needed for this project.	
Capacity		The Village of Ossining’s Village Manager will manage the project, working with a project management team that includes the Director of Public Works, the Water Superintendent/ Facilities Manager, and the Recreation Superintendent. The Village manages large-scale capital projects routinely, including the addition of an Olympic-sized pool to the Community Center as well as the construction of the Ossining Fire Department Headquarters and the installation of the Sing Sing Kill Greenway. Additionally, the Village will be managing the construction of a new water treatment plant starting in 2023.	
Project Partners		The Village’s key partner on this project will be the Ossining Youth Bureau. Launched in 2021, the mission of the Ossining Youth Bureau is to connect youth to positive services and programs that will help promote education, physical and emotional health, civic engagement, economic security, healthy choices, and a sense of belonging to the community.	
Strategies		DRI Strategies <ul style="list-style-type: none">▶ Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.▶ Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.	REDC Strategies <ul style="list-style-type: none">▶ Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
Decarbonization Strategies and Benefits		This project requires decarbonization measures and the project sponsor has agreed to meet the required level of compliance set forth in the NY Stretch Energy Code. The project is in the early stages of development, with Nexus Creative Architecture, Planning, and Design having completed a conceptual design. While architectural and engineering drawings are not yet complete, the Village of Ossining would expect to improve the Community Center’s interior ventilation system, as is necessary given existing conditions, and install higher R-rated insulation as part of the proposed roof work.	
Anticipated Revitalization Benefits		The short-term benefits of this project include enhancing educational and recreational	

programming for children, teens, and adults across the Village of Ossining. The building renovation will also allow the Village of Ossining to optimize the use of the space and improve the building's energy efficiency.

In the longer term, the enhanced educational and recreational programming will result in expanded career training opportunities and expanded economic opportunity for program participants. The renovated Community Center will also serve as a further draw for the Village and Town residents, increasing traffic for downtown businesses.

Public Support



This project has received a high level of support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public expressed strong interest in modernizing the Community Center to offer opportunities for STEM learning and to continue providing programs for people of all ages. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express strong interest in this project. Similarly, the LPC expressed support and excitement for this project, as it strongly aligns with the DRI vision and goals for the Village of Ossining and would yield significant community benefits.

Jobs Created



The renovation of the Joseph G. Caputo Community Center would not generate direct jobs.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget and Funding Sources



Project Activity	Funding Source	Amount	Status of Funds
Building Renovations Interior/Exterior	DRI Funding	\$1,080,000	DRI Funding Requested
	Village of Ossining	\$1,670,000	Secured
Roof Replacement	DRI Funding	\$950,000	DRI Funding Requested
Pool and Locker Room Improvements	Village of Ossining	\$496,000	Secured
	SAM Grant	\$500,000	SAM Grant Awarded
Decarbonization Improvements	DRI Funding	\$470,000	DRI Funding Requested
Design and Engineering	Village of Ossining	\$775,000	Secured
		Total DRI Funding Request	\$2,500,000
		Total Funding from Other Sources	SAM Grant \$500,000
			Village Funding \$2,941,000
		Total Project Cost	\$5,941,000
		DRI Request % of Total Project Cost	42%

Feasibility and Cost Justification



The cost estimate for this project was developed in consultation with the Village of Ossining Public Works, Nexus Creative Architecture, Planning, and Design, and Trophy Point, a professional construction cost estimating firm. The cost estimate accounts for contingency as well as cost escalation. Decarbonization improvements are assumed to cost approximately 10 percent of the total project budget, while engineering and design costs are assumed to be 15 percent of the total project budget.

Expansion of the Community Center is an investment in educational and recreational programming for children, youth, and teens, which will result in expanded career training opportunities and expanded economic opportunity for program participants. Many of the comments received from members of the public through the DRI planning process highlighted the need for programming that serves people of all ages and young people in particular.

Regulatory Requirements



The project will require approval from the Village Board of Trustees and compliance with New York State Environmental Quality Review.

Images of Current
and Proposed
Conditions

Existing youth room



Proposed renovated youth room

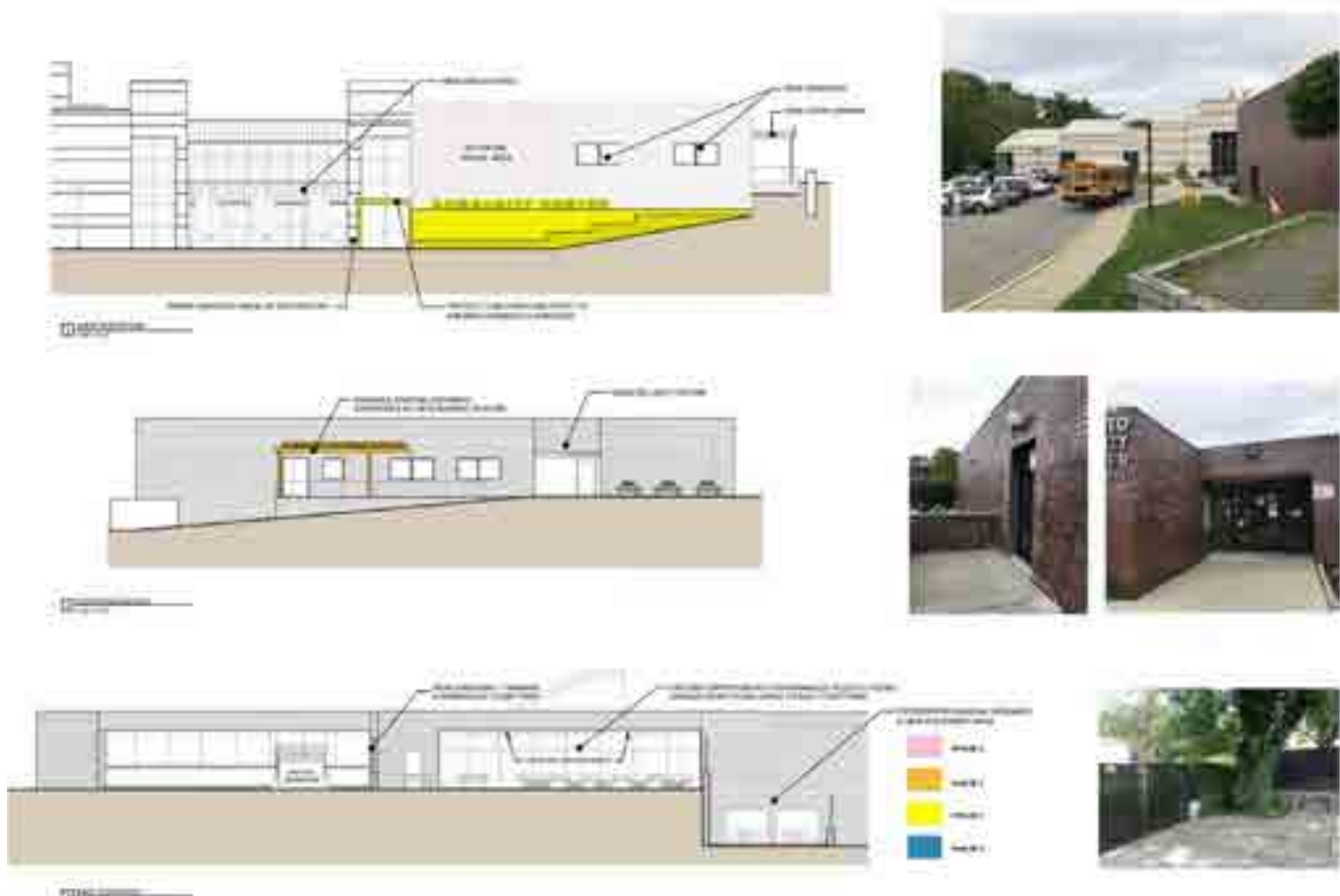


Proposed renovated community room



PROJECTS PROPOSED FOR DRI FUNDING

Proposed Elevations: West Elevation (top), South Elevation (middle) and East Elevation (bottom).



Timeframe for Implementation and Project Readiness

The project sponsor has worked with Nexus Creative Architecture, Planning, and Design to produce a conceptual design. Upon completion of design, the Village will issue an RFP to identify a contractor to undertake the construction. In total, the project timeframe will be just over two years.

Project Stage	Timeframe
Final Design	6 months
Bid/RFP Process	4 months
Construction	18 months
Total Timeframe	28 Months



The historic two-story Beaux-Arts building located at 200 Main Street



Preserve and Adaptively Reuse Historic Bank Building at 200 Main Street

DRI Funding Request

\$1,564,000

Total Project Cost

\$1,564,000

Project Description



Public Improvement Project

The two-story Beaux-Arts building located at 200 Main Street was constructed in 1908 to serve as the headquarters of the Ossining Bank for Savings. The building functioned in this capacity until 1983, and the property was donated to the Village of Ossining in 2003. The building, which is currently vacant, has two stories and a basement. It is approximately 5,200 square feet and is listed as part of the Downtown Ossining Historic District on the National Register of Historic Places.

The Village of Ossining is aiming to lease or sell this building to a developer. To prepare the site for disposition, rehabilitation, and adaptive reuse, the Village is currently conducting remediation of the building using a New York Main Street Grant. The next phase, for which DRI funding is requested, is to conduct core improvements and make the building “developer ready” by replacing the roof and windows, repairing the façade, and installing a new elevator and HVAC system. A developer would then be responsible for fit-out according to their needs.

The Village has begun the process of selecting a development partner. In May 2022, the Village of Ossining issued a Request for Proposals (RFP) to identify a development partner. The goal of the rehabilitation is to establish the historic building as gateway to Downtown Ossining, further catalyze growth and vibrancy in the area, and leverage significant public investment. The Village will give preference to respondents who propose dining, entertainment, and/or arts and recreation uses.

Project Location



200 Main Street is located at the entry to the Village's historic Main Street corridor, at the intersection of Route 9/Highland Avenue. The forthcoming implementation of the "Route 9 Road Diet" will create a more walkable and bikeable connection between the Main Street corridor and the other areas of the Village.



Project Sponsor



The sponsor of the project is the Village of Ossining, which also owns the property. The Village anticipates disposing of the property to a development partner that will be selected in the fall of 2022.

PROJECTS PROPOSED FOR DRI FUNDING

Property Ownership



The sponsor of the project is the Village of Ossining, which also owns the property. The Village anticipates disposing of the property to a development partner that will be selected in the fall of 2022.

Capacity



The Village of Ossining's Office of the Village Manager will oversee the solicitation process and monitor the progress of the selected development partner in the rehabilitation of the site. The Village has experience in the disposition and redevelopment of Village-owned property having undertaken similar processes at the former Department of Public Works site at 30 Water Street, Harbor Square and 147-155 Main Street. The Village also had experience with state grants, including the NY Main Street Grant from NYS Homes and Community Renewal for remediation at the project site.

Project Partners



The Village's key partner on this project will be the development partner selected from the RFP process that is currently underway. The development partner chosen for the site will be one with a proven track record of completing adaptive reuse projects on-time and on-budget with successful preservation outcomes.

Strategies



DRI Strategies

- ▶ Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- ▶ Support the repurposing and reactivation of vacant or underutilized buildings with new businesses that create new job opportunities and increase tax revenue.
- ▶ Celebrate the Village of Ossining's history and culture through the renovation of downtown buildings.

REDC Strategies

- ▶ Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.

Decarbonization Strategies and Benefits



While DRI energy-efficiency requirements are not applicable to this project, as the building's total square footage of approximately 5,200 square feet falls below the threshold, the rehabilitation and adaptive reuse of an existing building is an energy-saving and low-carbon activity as compared to new construction.

Anticipated Revitalization Benefits



This project's short-term benefits include the preservation and reactivation of one of the Village's most valued historic buildings, which is located at the gateway to Downtown Ossining. The completion of the project will help bolster patronage and visitation to Downtown Ossining and drive economic activity along its historic Main Street corridor. In addition, the project's return to private ownership will result in a new flow of property tax revenue to the Village.

PROJECTS PROPOSED FOR DRI FUNDING

Public Support



This project has received a high level of support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public expressed strong interest in preserving and reactivating this historic building. However, many of the comments received highlighted the need to improve pedestrian connections in the surrounding area as well as the need for to provide parking to accommodate any new uses. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express strong interest in this project. Similarly, the LPC expressed support for the project, while also highlighting the need to provide parking to support the reuse of the building.

Jobs Created



Once a commercial tenant is secured for the project, as many as 10 full-time jobs may be located on the site.

Project Budget and Funding Sources



The Village of Ossining has already invested significant time and capital in the rehabilitation of 200 Main Street. In 2021, the Village implemented a CFA Main Street grant of \$467,300 along with a match requirement of \$168,115 for remediation.

Project Activity	Funding Source	Amount	Status of Funds
Design and Engineering	DRI Funding	\$204,000	DRI Funding Requested
Roof Replacement	DRI Funding	\$134,000	DRI Funding Requested
Exterior Window Replacement	DRI Funding	\$88,000	DRI Funding Requested
Façade Repairs & Cleaning	DRI Funding	\$54,000	DRI Funding Requested
Mechanical, Plumbing, & Electric	DRI Funding	\$574,000	DRI Funding Requested
Elevator Installation	DRI Funding	\$369,000	DRI Funding Requested
Interior Improvements (insulation, stairs, etc.)	DRI Funding	\$141,000	DRI Funding Requested
		Total Project Cost	\$1,564,000
		Total DRI Funding Request	\$1,564,000
		% of Total Project Cost	100%

Feasibility and Cost Justification



The cost estimate for this project was developed in consultation with the Village of Ossining Public Works and Trophy Point. The cost estimate accounts for contingency as well as cost escalation. While the Village of Ossining is seeking DRI funding for 100 percent of the identified project costs, it is important to note that the project would make the building “developer ready” and a developer would then be responsible for fitting-out the building according to their needs. It is anticipated that the future work undertaken by a development partner would result in an additional investment of approximately \$2,000,000.

While the cost for rehabilitation of the historic 200 Main Street building is significant, this project will enable the Village to realize its goal of reactivating the prominent but long vacant structure. Located at the entry to the Village’s historic Main Street corridor, at the intersection of Route 9/Highland Avenue, its redevelopment has the potential to draw residents and visitors to Downtown Ossining. Further, the project would provide a meaningful number of jobs and tax revenue for the Village of Ossining.

Regulatory Requirements



As a building listed on the National Register of Historic Places, any buildings alterations would be subject to review by the New York State Historic Preservation Office (SHPO). The building is also included within the Village’s Downtown Historic District, so any building alterations must align with the Village’s Architectural Design Guidelines. Any changes to the exterior of the building, including the installation of signage, would be subject to review by the Village’s Historic Preservation Commission.

Images of Current
and Proposed
Conditions



Current conditions of the second floor within 200 Main Street



Current conditions of the first floor within 200 Main Street



PROJECTS PROPOSED FOR DRI FUNDING

Inspiration for potential future uses can be drawn from other rehab and adaptive reuse buildings throughout the country



Upper East Side Apple Store | (Bohlin Cywinski Jackson) | New York, NY



©Vintage Cafe



©Vintage Cafe

Timeframe for
Implementation
and Project
Readiness

The developer is expected to be selected during the fall of 2022. All remediation and construction work required for the project to open to active use is expected to be completed by the end of 2024.

Project Stage	Timeframe
Solicitation and Selection of Developer	3 Months
Approvals and Permitting	3 Months
Construction Bidding and Selection	3 Months
Construction and Rehabilitation	18 Months
Total Timeframe	27 Months



Rendering for the proposed Market Square public plaza at conclusion of Phase 2



Enhance and Expand the Market Square Public Plaza

DRI Funding Request

\$2,000,000

Total Project Cost

\$2,000,000

Project Description



Public Improvement Project

The Market Square public plaza serves as a hub of civic life in the Village of Ossining. Owned and maintained by the Village, the plaza hosts important public events year-round, including a weekly farmers market, a summer concert series, and a Christmas tree and menorah lighting. The Village of Ossining proposes to enhance and expand the Market Square public plaza in order to activate additional space for public use in the heart of downtown.

Market Square is located adjacent to the Main Street parking lots, which are also owned by the Village and accommodate 102 parking spaces. The properties were cleared of buildings in the twentieth century as part of urban renewal efforts. Today, they form one edge of the Downtown Ossining Historic District, which is listed on the National Register of Historic Places. Together, Market Square and the Main Street parking lots comprise 1.5 acres in the heart of Downtown Ossining.

In May 2022, the Village of Ossining issued a Request for Site Concept and Qualifications (RFQ) to identify a private development partner for the redevelopment of Market Square and Main Street parking lots. The goal of the redevelopment is to encourage new mixed-use development that is pedestrian-friendly and consistent with historic development patterns, promotes active sidewalks and civic spaces, and expands economic development opportunities. The Village has received two proposals and expects to select a developer in the fall of 2022.

PROJECTS PROPOSED FOR DRI FUNDING

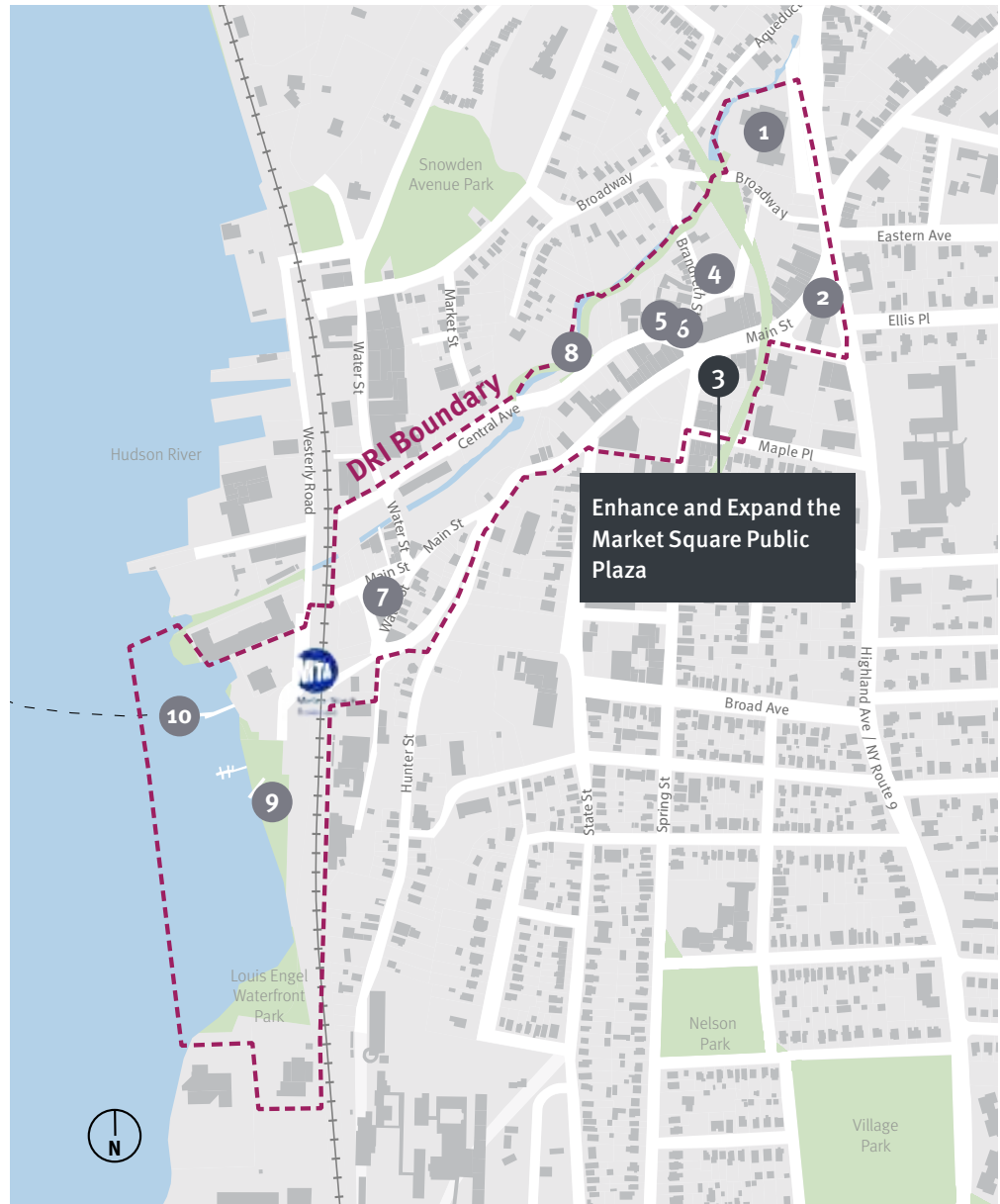
The Village of Ossining will collaborate with the selected developer on the design and construction of a new public plaza that will continue to play a central role in the future of Downtown Ossining. Based on preliminary conceptual designs, the new public plaza would expand the existing public plaza at Market Square. Measuring approximately 21,000 square feet, it will be constructed in two phases. The first phase, for which the Village is seeking DRI funding, will include installation of foundations, drainage, water supply, electrical outlets, lighting, signage, pavers, landscaping, and planters with seating walls.

It is expected that the second phase will be funded by the Village together with other sources. It will include a stage, graphic crosswalk, tiered seating, and enhanced access to the Old Croton Aqueduct Trailway. The full cost of the project is estimated to be approximately \$3.49 million, with the first phase estimated to be \$2 million. The plaza will be available for use at the conclusion of the first phase and will continue to remain in public ownership.

Project Location



The project is located at Downtown Ossining's "Five Corners" intersection, where Main Street, Spring Street, Brandreth Street, and Central Avenue meet. The Village of Ossining is currently undertaking a project to implement pedestrian safety upgrades, ADA accessibility, and signaling at this important intersection.



Project Sponsor



The sponsor of the project is the Village of Ossining, which owns the project site. The public plaza would continue to remain in public ownership following the project implementation.

Property Ownership



The sponsor of the project is the Village of Ossining, which owns the project site. The public plaza would continue to remain in public ownership following the project implementation.

Capacity



The Village of Ossining's Office of the Village Manager, along with the Department of Public Works will manage the project, working in collaboration with the selected developer on the design and construction of the public plaza. The Office of the Village Manager will oversee the contracting process and the solicitation process and monitor the progress of the selected private development partner in the redevelopment of the site. The developer chosen for the site will be one with a proven track record of completing mixed-use development projects on-time and on-budget with successful economic development outcomes.

Project Partners



The Village's key partner on this project will be the developer selected out of the RFQ process that is currently underway. The Village expects to select a developer in September 2022.

Strategies



DRI Strategies

- › Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- › Implement public realm improvements that strengthen Downtown Ossining's unique sense of place and make it an attractive destination for businesses, residents, and visitors.
- › Leverage publicly owned properties and resources to promote development of mixed-income housing with active ground floor uses and strong connections to public transit.
- › Support public-private partnerships to help ensure that new private development incorporates improvements that serve the public and strengthen Downtown Ossining.
- › Maintain and upgrade public infrastructure to support future growth in population and density.
- › Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.

REDC Strategies

- › Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.

Decarbonization Strategies and Benefits



This project does not require decarbonization strategies. However, long term benefits of the project include promoting compact, walkable development patterns in Downtown Ossining, which may discourage automobile use, leading to a reduction in greenhouse gas emissions.

Anticipated Revitalization Benefits



Short terms benefits include the permanent expansion of the existing public plaza at Market Square and activation of additional space for public use in the heart of Downtown Ossining. This will create the opportunity to hold more and larger public events, including an expanded farmers market, drawing both residents and visitors downtown. The new public plaza will be an amenity for current residents of the DRI area and the Village as well as future residents of the new mixed-use development.

As described above, longer term benefits of this project include promoting compact, walkable development patterns in Downtown Ossining, which may discourage automobile use, leading to a reduction in greenhouse gas emissions.

Public Support



This project has received a high level of support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public expressed a need for an expanded area for outdoor events and the weekly farmer's market. There was interest in beautifying the plaza area with art, adding lighting and security cameras, and introducing new events to the area such as festivals, music events, and art tours. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express strong interest in this project. Similarly, the LPC expressed support for this project, identifying the potential economic benefits created by an expanded public space in the heart of Downtown Ossining. This project also has strong synergies with several other recommended projects.

Jobs Created



Creation of a new public plaza would not generate direct jobs.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget
and Funding
Sources

Project Activity	Funding Source	Amount	Status of Funds
Site preparation	DRI Funding	\$95,000	DRI Funding Requested
Plaza construction (pavers, planters, retaining walls, drainage, lighting, etc.)	DRI Funding	\$1,645,000	DRI Funding Requested
Engineering and design	DRI Funding	\$260,000	DRI Funding Requested
		Total DRI Funding Request	\$2,000,000
		Total Funding from Other Sources	\$0
		Total Project Cost	\$2,000,000
		DRI Request % of Total Project Cost	100%

Feasibility
and Cost
Justification

The cost estimate for this project was developed based on a conceptual design produced by WXY in consultation with the Village of Ossining. Cost estimates were provided by Trophy Point, a professional cost estimating firm. The cost estimate accounts for contingency as well as cost escalation.

Investment in an enhanced and expanded Market Square public plaza will activate additional space for public use in the heart of Downtown Ossining, thereby creating additional opportunities to host public events and draw residents and visitors alike to downtown. This project creates an important new amenity for current and future residents and helps promote compact, walkable development patterns in Downtown Ossining.

Regulatory
Requirements

Construction of a new public plaza will require approval from the Village Board of Trustees and compliance with New York State Environmental Quality Review.

Images of Current
Conditions

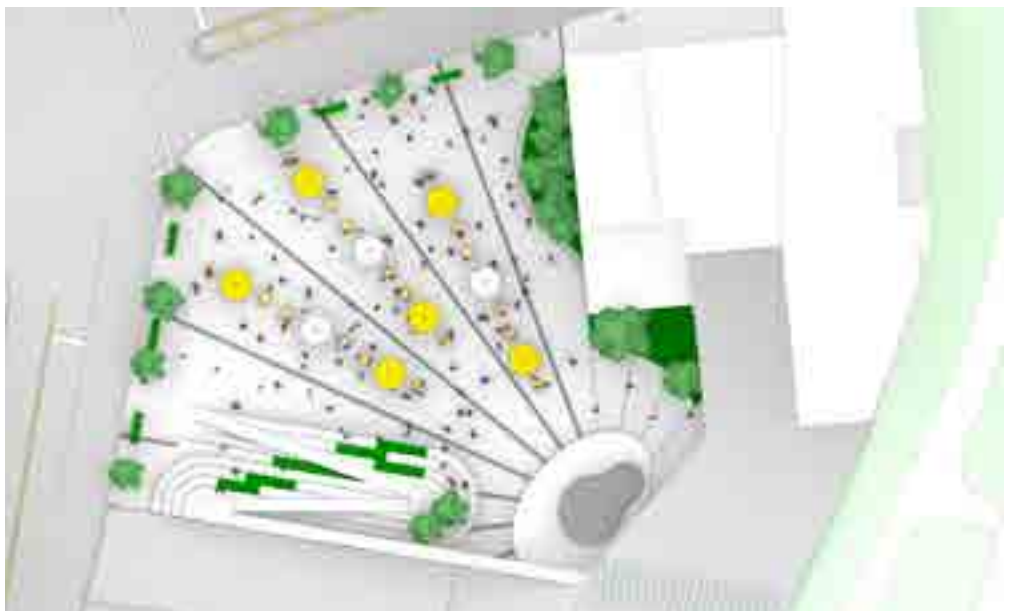
Existing Market Square public plaza



Installation of seating, lighting, and landscaping would create a pedestrian friendly experience



Rendering of the enhanced public plaza after Phase I and Phase II are completed, based on a conceptual design



Timeframe for
Implementation
and Project
Readiness

It is expected that the design and construction of the public plaza at Market Square could be completed within 21 months from contract execution.

Project Stage	Timeframe
Design	6 Months
Construction bidding/selection	3 months
Construction	12 Months
Total Timeframe	21 Months



Proposed multi-modal transportation center to be located at the Village-owned Brandreth Street parking lot



Build a Multi-Modal Transportation Center to Facilitate Downtown Development

DRI Funding Request

\$3,000,000

Total Project Cost

\$11,722,000

Project Description



Public Improvement Project

Building a new multi-modal transportation center within Downtown Ossining would support the Village's revitalization efforts and enhance alternative mobility options from the Main Street corridor to the waterfront. Today, the Village-owned Brandreth Street parking lot provides surface parking for a mix of short- and long-term parking. To facilitate infill development in Downtown Ossining, a new multi-modal transportation center will be built on the Brandreth Street parking lot.

The multi-modal transportation center would be the result of a public-private partnership between the Village of Ossining and the selected development partner for the redevelopment of the Village-owned Market Square and Main Street parking lots. In May 2022, the Village of Ossining issued a Request for Site Concept and Qualifications (RFQ) to identify a development partner. The goal of the redevelopment is to encourage new mixed-use development that is pedestrian-friendly and consistent with historic development patterns, promotes active sidewalks and civic spaces, and expands economic development opportunities. The Village received two proposals and expects to choose a developer in September 2022.

The multi-modal transportation center would accommodate the surface parking that would be eliminated by redeveloping Market Square and the Main Streets lots. It would also provide

additional vehicle parking and alternative means of transportation for patrons of new businesses within Downtown Ossining, including at three proposed DRI projects: the historic Olive Opera House building, the Sing Sing Prison Museum Preview Center, and the historic bank building at 200 Main Street.

Facilitating Downtown Development

As described above, building a new multi-modal transportation center would facilitate infill development in Downtown Ossining. The Village of Ossining is in the process of identifying a development partner for the redevelopment of the Market Square and Main Street parking lots, which are approximately 500 feet from the proposed multi-modal transportation center. The sites are in the heart of the Village's historic Main Street corridor, located at the "Five Corners" intersection, where Main Street, Spring Street, Brandreth Street, and Central Avenue meet. The properties were cleared of buildings in the twentieth century as part of urban renewal efforts. Today, these lots form one edge of the Downtown Ossining Historic District, which is listed on National Register of Historic Places. The Market Square public plaza serves as a hub of civic life in the Village of Ossining and hosts important public events year-round. The Main Street parking lots accommodate 100 surface parking spaces. Together, they comprise 1.5 acres.

The new multi-modal transportation center would provide approximately 240 vehicle parking spaces. It would replace the 100 surface parking spaces at the Main Street parking lots and the 64 surface parking spaces at the Brandreth Street parking lot while also creating additional parking capacity. A 2020 parking utilization study found that midday utilization of the Main Street parking lots was over 95 percent. It also notes that accommodating the demand from the Main Street lots at other existing surface parking lots is not feasible, as all other existing lots have midday utilization rates between 50 and 95 percent. Replacing the parking spaces from the Main Street lots at the Brandreth lot would unlock the development potential of these strategic sites.

An analysis of development potential in Downtown Ossining identified additional infill development opportunities. The analysis found that if only half of the currently permitted development was built, there would be a need for between 76 and 101 additional parking spaces in Downtown Ossining, many of which cannot be accommodated on-site due to site constraints. The multimodal center would support this infill development and the renovation and reactivation of historic buildings, such as the bank building at 200 Main Street and the Olive Opera House building. Lastly, it would provide flexibility to the future developer of Market Square and the Main Street parking lots, which could replace surface level parking with mixed-use development with upper story residential units and ground level commercial uses that activate the street and create interest. Any use of the multi-modal transportation center to accommodate off-site parking requirements would trigger payment of an in lieu of fee to the Village.

Alternative Mobility Options

The new multi-modal transportation center would enhance alternative mobility options within Downtown Ossining. As part of the Village's Project MOVER program, the center would become a hub for electric bicycling. After several recent planning process, the Village of Ossining identified the need for clean mobility options to connect people to downtown. E-bikes are both affordable and responsive to the Village's hilly terrain. Project MOVER will expand access to shared and personal e-bikes through e-bike charging docks and parking, low-cost lease-to-own e-bikes, and reduced fare shared e-bike trips. The center will also provide electric vehicle charging stations.

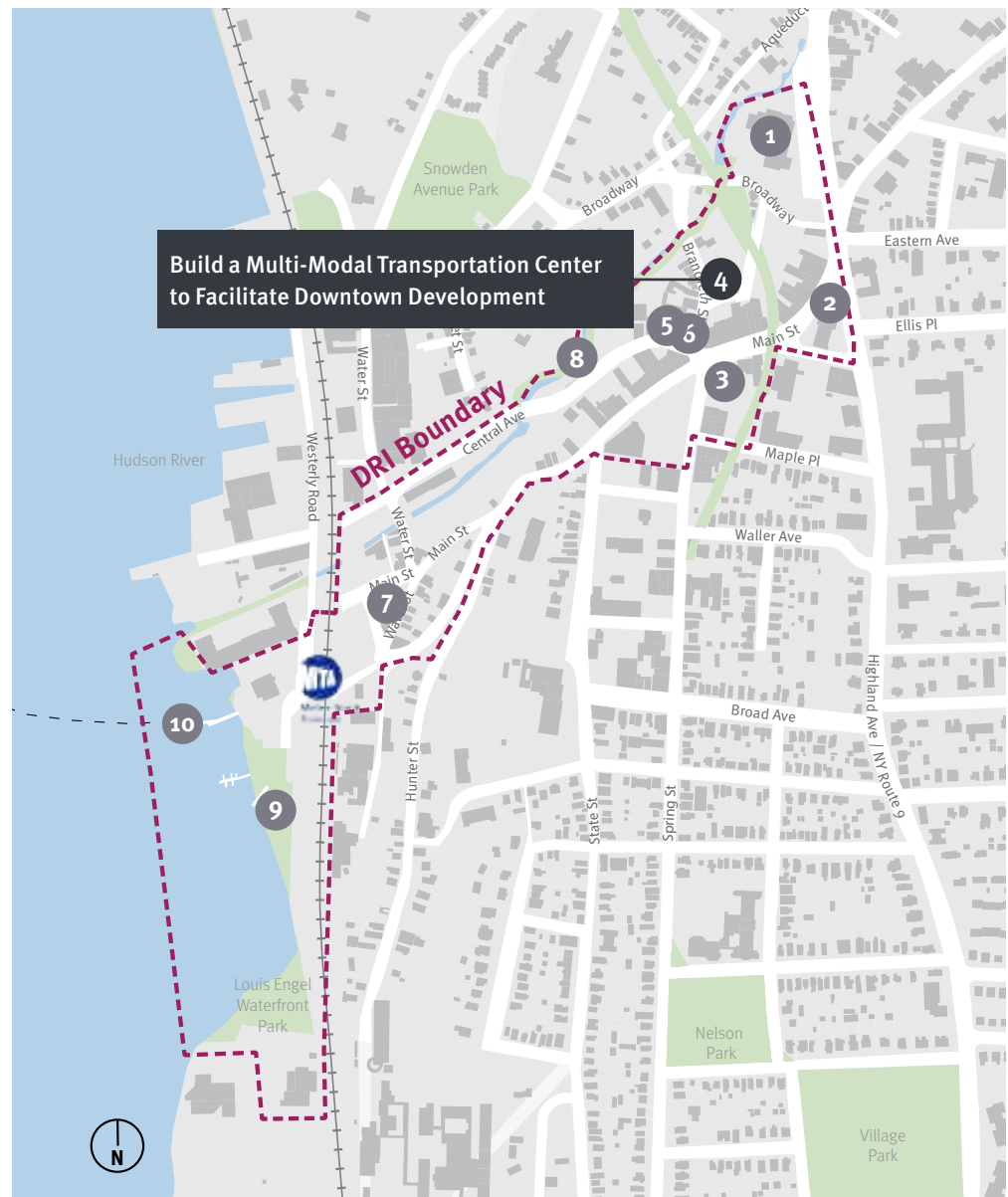
Adaptive Design

This project will facilitate the Village's short-term goal to have people "park once" and either walk or use other non-driving modes of transportation in and around Downtown Ossining. In the medium- and long-term, the Village aims to reduce the demand for parking, and therefore the multimodal center will be designed with the potential for future adaptive reuse for recreational or other purposes. The design of the multi-modal transportation center would be aesthetically appealing and reflective of the historic character of the Main Street corridor. The center will also generate renewable energy via a rooftop solar array.

Project Location



The project is located at the Brandreth Street parking lot, which is accessed via Brandreth Street near Main Street and Downtown Ossining's "Five Corners" intersection. The Village of Ossining is currently undertaking a project to implement pedestrian safety upgrades, ADA accessibility, and signaling at this important intersection



Project Sponsor		The sponsor of the project is the Village of Ossining, which owns the Brandreth Street parking lot.	
Property Ownership		The multi-modal transportation center will be publicly owned, maintained, and operated.	
Capacity		The Village of Ossining’s Office of the Village Manager will manage the project, working in collaboration with the selected developer for the Market Square and Main Street parking lots. The Village anticipates developing the multi-modal center through a public-private financing and construction partnership. The center will be publicly owned, maintained, and operated. The Village currently owns and operates nine facilities—Village Hall, Operations Center, Community Center, Indian Brook Water Treatment Plant, and five firehouses—along with five significant parks and three significant surface parking lots.	
Project Partners		The Village’s key partners on this project will be the developer selected out of the RFQ process that is currently underway for Market Square and Main Street parking lots and the Project MOVER program team, which includes NYSERDA and EIT InnoEnergy. The Village expects to select a developer for Market Square and the Main Street parking lots in September 2022.	
Strategies		DRI Strategies <ul style="list-style-type: none">› Leverage publicly owned properties and resources to promote the development of mixed-income housing with active ground floor uses and strong connections to public transit.› Support public-private partnerships to help ensure that new private development incorporates improvements that serve the public and strengthen Downtown Ossining.› Maintain and upgrade public infrastructure to support future growth in population and density.	REDC Strategies <ul style="list-style-type: none">› Retain and attract residents to the region in a balanced and equitable manner.
Decarbonization Strategies and Benefits		The new multi-modal transportation center would support electric mobility options by providing electric vehicle charging stations. As part of the Village’s Project MOVER program, the center would also become a hub for electric bike parking and charging. Further, the center would generate renewable energy via a rooftop solar array.	

Anticipated Revitalization Benefits



In the near-term, the project will facilitate infill development on the Market Square and Main Street parking lots by replacing the existing surface parking and allowing the selected developer to meet parking requirements off-site. Replacing the existing surface parking at these parking lots will enable the Village to continue to support the operation of nearby businesses, which have a demonstrated demand for parking for downtown trips. Allowing the selected developer for the Market Square and Main Street parking lots to meet parking requirements off-site encourages expansion of the existing public plaza and provision of active ground floor uses. Without off-site parking, more space at this prime location would be dedicated to at-grade parking instead of active ground floor uses.

The project would also support electric mobility options, namely electric vehicle charging stations as well as electric bike parking and charging, the benefits of which will increase over time as use of electric vehicles and electric bicycles become more widespread. Further, the provision of electric bikes has many benefits, including reducing traffic and transportation costs for residents. Provision of electric bikes also addresses the challenge of accessing services, opportunities, and transit without a car and in a community with varied topography.

Public Support



This project has received a high level of support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public expressed a need for additional parking opportunities within Downtown Ossining. However, respondents also highlighted the need for alternative modes of transportation. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express strong interest in this project. Similarly, the LPC expressed strong support for this project, concluding that it is necessary in the near-term to unlock development potential in Downtown Ossining and accommodate future residents and businesses.

Jobs Created



Creation of a new multi-modal transportation center has the potential to create four to six direct jobs to provide for full-time staffing of the transportation center as well as a potential bike rental facility or retail kiosk space.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget and Funding Sources



Project Activity	Funding Source	Amount	Status of Funds
Construction Costs	DRI Funding	\$3,000,000	DRI Funding Requested
	Village of Ossining	\$3,801,000	Pending*
Site Utilities, Plumbing, & Electric	Village of Ossining	\$1,650,000	Pending*
Earthwork & Site Improvements	Village of Ossining	\$1,039,000	Pending*
Enhanced Façade Features	Village of Ossining	\$808,000	Pending*
Engineering and Design	Village of Ossining	\$1,424,000	Pending*
		Total DRI Funding Request	\$3,000,000
		Total Funding from Other Sources	\$8,722,000
		Total Project Cost	\$11,722,000
		DRI Request % of Total Project Cost	26%

** It is expected that the multi-modal transportation center would be the result of a public-private partnership between the Village of Ossining and the selected development partner for the redevelopment of the Village-owned Market Square and Main Street parking lots. In the RFQ to identify a development partner, the Village noted that it anticipates collaborating on the financing and construction of the project. Because a developer has not yet been selected, the financing structure is not defined; however, it is anticipated that the Village's funding portion will be a combination of public bond financing and developer contribution.*

Feasibility and Cost Justification



The cost estimate for this project was developed in consultation with the Office of the Village Manager, the Village of Ossining Public Works, the Village of Ossining Planning Department, and Trophy Point, a professional cost estimating firm. The cost estimate accounts for contingency as well as cost escalation.

While the cost of building a new multi-modal transportation center is significant, this project will enable the Village to realize its goal of redeveloping the Market Square and Main Street parking lots, strategic sites located within the heart of the historic Main Street corridor, which were cleared during urban renewal and are poised for redevelopment. In addition, this project has the potential to unlock additional infill development opportunities within Downtown

PROJECTS PROPOSED FOR DRI FUNDING

Ossining as well as the rehabilitation and reactivation of historic structures, including the Olive Opera House building and 200 Main Street. Taken together, these projects would jumpstart a new phase of revitalization in Downtown Ossining and drive economic development, resulting in increased job opportunities and tax revenues.

Regulatory Requirements

Construction of a new multi-modal transportation center will require approval from the Village Board of Trustees and compliance with New York State Environmental Quality Review.

Images of Current Conditions

Current Village-owned Brandreth Street surface parking lot.



Proposed multi-modal transportation center to be located at the Village-owned Brandreth Street parking lot



Timeframe for
Implementation
and Project
Readiness

It is expected that the design and construction of the new multi-modal transportation center could be completed within 18 months from contract execution.

Project Stage	Timeframe
Design	6 Months
Construction	12 Months
Total Timeframe	18 Months



Proposed transformation of the existing Olive Opera House into a twenty-first century hub for arts and culture.



Preserve and Revitalize the Historic Olive Opera House Building

DRI Funding Request

\$1,500,000

Total Project Cost

\$3,071,000

Project Description



The Olive Opera House was constructed in the late 1800s after its predecessor, Olive Hall, a 700-seat theater that was built in 1865, was destroyed by fire in 1874. The Olive Opera House quickly became a central community landmark. Since its inception, the Olive Opera House has hosted concerts, plays, musical shows, and community events. The building's many uses have included a movie theater, a dress manufacturing warehouse, a community action center, and artists' lofts. The building is now home to the Hudson Valley Books for Humanity bookstore, located on part of the first floor. The upper floors are vacant.

To transform this historic building into a twenty-first century hub for arts and culture, the Olive Opera House needs capital improvements, including the restoration, renovation, and retrofitting of both the interior and exterior of the building. The goal of this project is to adapt the Olive Opera House into a place for expression, exhibition, and reflection with accessible performance and gallery opportunities to support the Ossining arts community. The transformation of the Olive Opera House will bolster economic activity in Downtown Ossining and encourage street life during the day and evening.

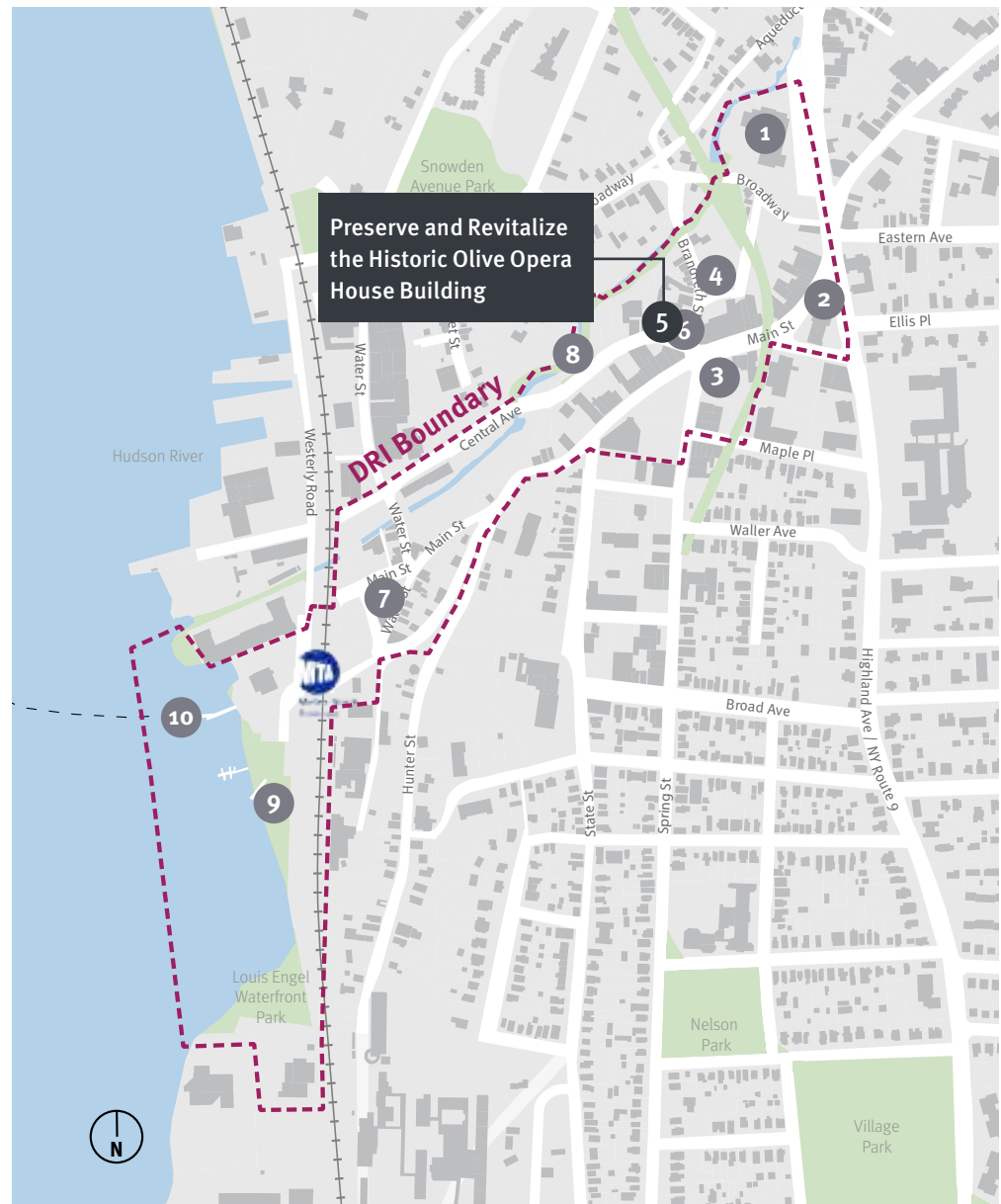
The project includes upgrading the existing 13,000-square-foot building to accommodate flexible workspaces, studios, and a performance space with a modular stage. Specifically, the building will include space for four to six tenants plus a 3,000-square-foot flex space that could be used for exhibitions, performances, movie screenings, seminars, and other events. Many

local artists and cultural groups within the Village and the surrounding area have expressed interest in using the upgraded space, including the Sing Sing Prison Museum.

Project Location



The Olive Opera House is located at 63-67 Central Avenue, at the corner of Brandreth Street and Central Avenue. The building anchors Downtown Ossining's "Five Corners" intersection, where the Village of Ossining is currently undertaking a project to improve pedestrian safety and accessibility. The building is also located across the street from the Market Square plaza and the Market Square and Main Street parking lots, where a new mixed-use development with an expanded public plaza is being planned.



Project Sponsor



The project sponsor is the Brandreth Central Realty Corp (Fan Family).

Property Ownership



The project sponsor owns and controls the property.

Capacity



The project sponsor has managed the property for over 40 years via various in-house staff and family members. The project sponsor intends to expand the property management team to include additional staff and/or a property management firm during operation.

Nexus Creative Architecture, Planning, and Design have created a conceptual design for the project and have been assisting the project sponsor with project development and funding opportunities.” Moving forward, additional engineering, specialty, and construction consultant team members will be added to the team roster.

Project Partners



Key project partners include the Sing Sing Prison Museum, which plans to launch its Preview Center within the Olive Opera House.

Strategies



DRI Strategies

- › Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- › Support the repurposing and reactivation of vacant or underutilized buildings with new businesses that create new job opportunities and increase tax revenue.
- › Celebrate the Village of Ossining’s history and culture through the renovation of downtown buildings.

REDC Strategies

- › Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
- › Grow the tourism industry in a way that is balanced and sustainable.

Decarbonization Strategies and Benefits



This project requires decarbonization measures and the project sponsor is intending to go beyond the required level of compliance set forth by the DRI standards and develop a carbon neutral building. While architectural and engineering drawings are not yet complete, the development program includes the installation of the following decarbonization strategies: geothermal heating and cooling through the installation of a Variable Refrigerant System with heat recovery on a Dedicated Outdoor Air System; limited rainwater harvesting; thermal envelope through the installation of R-rated insulation and spray cellulose within the perimeter walls; daylight dimming; solar array; and occupancy sensor lighting controls. Through the use of these decarbonization strategies, the proposed building will achieve the highest level of performance while achieving carbon neutrality and high energy efficiency.

The proposed project budget is inclusive of the costs to allow the project sponsor to comply with the DRI decarbonization standards. The project sponsor is working with NYSERDA to identify potential applicable programs, but no specific NYSERDA incentives or programs have yet been identified.

Anticipated Revitalization Benefits



Short-term benefits of this project include the renovation and rehabilitation of a central community landmark as well as the reactivation of an underutilized building located at the heart of the Main Street corridor in Downtown Ossining. Transforming the building into a twenty-first century hub for arts and culture will create flexible workspaces, studios, and a performance space available to residents and visitors alike.

In the longer term, the project will bolster economic activity in the downtown by increasing pedestrian foot traffic during the day and evening. The renovation will catalyze future private investment within the DRI area and strengthen the Village of Ossining as a destination for arts, culture, and recreation within the Hudson Valley region.

Public Support



This project has received public support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public felt that this project will attract visitors to the Downtown Ossining, thereby supporting nearby businesses. There is interest in seeing a mix of uses provided within the building, such as a small restaurant or café space, performance spaces, workspaces, and gallery space. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express support for this project. Similarly, the LPC expressed their support for the project, highlighting an interest in providing spaces for arts and culture within the Village and renovating a significant historic building in the heart of Downtown Ossining.

The project sponsor has received letters of support for the project from local organizations including ENUBuilds and Bethany Arts Community. Additionally, the Sing Sing Prison Museum, another DRI project, plans to launch its Preview Center within the Olive Opera House.

Jobs Created



The project will support between four and eight permanent jobs during operation as well as between 10 and 15 part-time jobs during events.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget and Funding Sources

Project Activity	Funding Source	Amount	Status of Funds
Construction Hard Costs	Private Equity	\$1,156,000	Secured
	DRI Funding	\$1,500,000	Requested
Soft Costs (including architecture, engineering, insurance, contractor manager)	Private Equity	\$415,000	Secured
		Total DRI Funding Request	\$1,500,000
		Total Funding from Other Sources	\$1,571,000
		Total Project Cost	\$3,071,000
		DRI Request % of Total Project Cost	49%

Feasibility and Cost Justification

The project budget was established by the project sponsor and its consultant, Nexus Creative Architecture, Planning, and Design, based on current industry standard data as well as the project's development program, conceptual renderings, and massing plans. The budget accounts for current volatility in the construction market. The sponsor has identified \$2,000,000 in private equity. The project sponsor has also engaged in early conversations with NYSERDA and is exploring potential incentives or programs to support the development of a high performing and energy efficient building.

Renovation and rehabilitation of the Olive Opera House building will result in the reactivation of a central community landmark and create flexible workspaces, studios, and a performance space available to residents and visitors alike. An investment of DRI funding in this project will bolster economic activity in the downtown and has the potential to catalyze future private investment within the DRI area.

Regulatory Requirements

The project meets the zoning regulations set forth in the Village of Ossining's zoning code and therefore will benefit from a streamlined municipal review procedure. Required approvals for the project include building permits from the Village of Ossining Building Department, approval from the Village of Ossining Historic Preservation Commission, and approval from the New York State Office of Historic Preservation.

Images of Current
and Proposed
Conditions



Current condition of the Olive Opera Houses building exterior



Proposed upgrades to the exterior the Olive Opera House building



Timeframe for
Implementation
and Project
Readiness

A conceptual design has been produced for the project. The project sponsor will begin design development and municipal submissions pending award of DRI funding. The project timeframe is expected to be approximately two years, with a total renovation/rehabilitation period of up to 25 months.

Project Stage	Timeframe
Design Development	9 Months
Municipal Approvals	3 Months
Procurement	3 Months
Preparation, Site Work and Construction	10 Months
Total Timeframe	25 Months



Conceptual rendering of the proposed Sing Sing Prison Museum Preview Center



Launch the Sing Sing Prison Museum Preview Center in Downtown Ossining

DRI Funding Request

\$600,000

Total Project Cost

\$697,000

Project Description



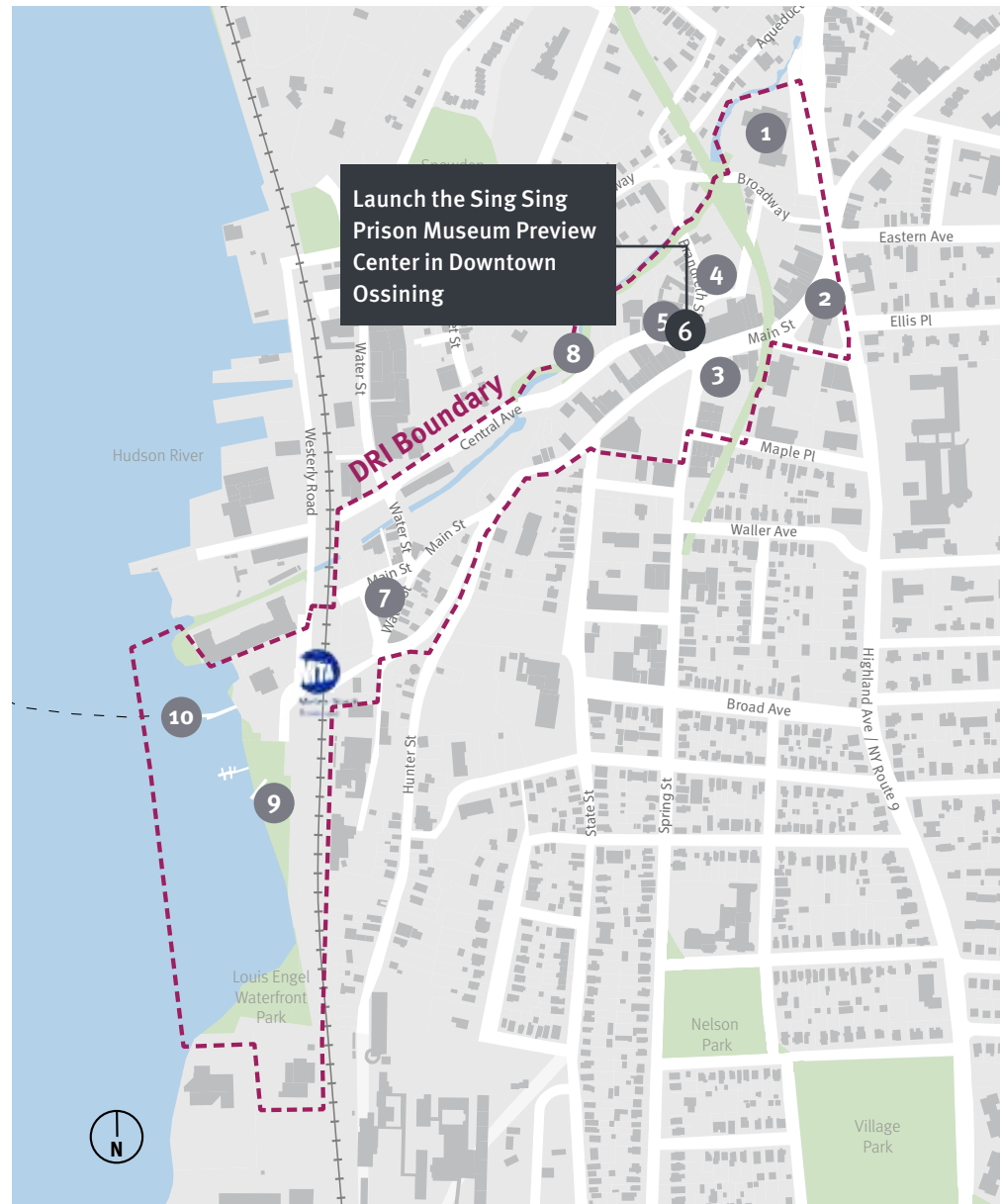
An 850-square foot space at 65 Central Avenue (the Olive Opera House building) will showcase the Sing Sing Prison Museum’s overall mission: to tell the 200-year story of Sing Sing Prison and challenge visitors to imagine a more equitable criminal justice system. The Preview Center is the first phase in the creation of a larger Sing Sing Prison Museum and will showcase various exhibits about the prison, its history, and the future of the criminal justice system in society.

The requested DRI funding will be used for the fabrication and installation of the exhibits at the Preview Center, including an illustrated timeline of Sing Sing Prison’s history and a survey of criminal justice reform organizations. A display case of the Sing Sing Prison Museum’s collections will include artifacts from the exhibition, currently located at the Joseph G. Caputo Community Center. An interactive table exhibition will focus on the architecture of confinement featuring Sing Sing Prison’s history in maps, aerial views, photography, film, and art. A second interactive display will engage visitors in a survey about the purpose of prisons and invite visitors to comment on SSPM’s future plans. The Preview Center will also serve a staging area for waterfront tours of sites related to Sing Sing Prison’s history and, by 2025, tours of the historic 1825 Cellblock located at the Sing Sing Prison. This will be a catalytic and transformative project for the Village of Ossining and New York State and will help Ossining—a place long associated with incarceration—become a national center for criminal justice history and reform.

**Project
Location**



The Preview Center will be located at 65 Central Avenue in the historic Olive Opera House building. The Preview Center will complement the renovation and rehabilitation of the Opera House building and will help transform it into a place for expression, exhibition, and reflection.



**Project
Sponsor**



The sponsor for this project is the Sing Sing Prison Museum, a non-profit organization.

**Property
Ownership**



The Olive Opera House is owned by the Brandreth Central Realty Group. The Sing Sing Prison Museum will enter into a five-year lease with the property owners and will work closely with them on the development and maintenance of the project. This project does not create any redundancies with the proposed DRI project to renovate and rehabilitate the historic Olive Opera House building. Should the Sing Sing Prison Museum not extend its lease at

this location once the other phases of the museum are complete, the exhibits and displays proposed to be funded by the DRI program will transfer to a new location.

Capacity



The Sing Sing Prison’s Executive Director, Brent D. Glass, is a Director Emeritus of the Smithsonian’s National Museum of American History. He has substantial experience in the museum industry, including leading the \$120 million renovation of the Smithsonian National Museum of American History during his tenure as director of the museum. Assistant Director Nicole Belle DeRise is a resident of Croton-on-Hudson and is a public history leader. They are assisted by Jerry Faiella, a former Village of Ossining Manager who is familiar with the Village, and Sing Sing Prison Museum Board of Trustees and staff.

Project Partners



The partners for this project include the Olive Opera House, New York State Department of Corrections and Community Supervision, New York State Office Historic Preservation and Recreation, and the Sing Sing Prison Museum Board of Trustees.

Strategies



DRI Strategies

- › Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- › Support the repurposing and reactivation of vacant or underutilized buildings with new businesses that create new job opportunities and increase tax revenue.
- › Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.

REDC Strategies

- › Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
- › Grow the tourism industry in a way that is balanced and sustainable.

Decarbonization Strategies and Benefits



The Preview Center will be located within the historic Olive Opera House building, the renovation of which will comply the DRI decarbonization standards.

Anticipated Revitalization Benefits



The Preview Center will function as a destination for local visitors and tourists alike. The Village of Ossining is less than an hour from New York City and can be reached by car, train, and boat, making it easily accessible from the surrounding area. This project will be able to capitalize on Westchester County’s large tourism industry, as Westchester County is ranked third in New York State representing 50% of all tourism spending in the Hudson Valley. The Preview Center is anticipated to attract 10,000 visitors per year, adding roughly \$1,000,000 to the local economy.

PROJECTS PROPOSED FOR DRI FUNDING

The Preview Center will provide exhibitions and interpretive programming in multiple languages to be inclusive of the region's diverse communities. The Sing Sing Prison Museum also plans to promote diversity through its content and hiring. The Preview Center will have street level access, meaning the space will be easily accessible from Main Street and will contribute to a more dynamic, walkable downtown.

Public Support



This project has received public support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public felt this project had the potential to be a regional destination that would draw visitors to Downtown Ossining and be a destination for experiential learning. Respondents also expressed their support for the project, particularly given the idea of the Sing Sing Prison Museum has been in the design phase for over 10 years. The project also received support from participants in Community Meeting 3 as well as respondents to the online survey. The LPC expressed support for the project, highlighting that this project has been years in the making and this investment could help make it a reality.

The project sponsor has received several letters of support for the project, including from the 9/11 Memorial and Museum President & CEO, NYS Assemblywoman for the 95th District Sandy Galef, the President of Pace University, and the Acting Commissioner for the New York State Department of Corrections and Community Supervision.

Jobs Created



The Preview Center will sustain at least five full-time positions and five part-time positions and is committed to continuing to employ formerly incarcerated people.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget and Funding Sources



Project Activity	Funding Source	Amount	Status of Funds
Site Improvements	DRI Funding	\$85,000	DRI Funding Requested
Exhibition Design	DRI Funding	\$43,000	DRI Funding Requested
Exhibition Fabrication	DRI Funding	\$467,000	DRI Funding Requested
Caputo Center Exhibition Deinstallation	DRI Funding;	\$5,000	DRI Funding Requested
	SSPM Cash Reserves; Exhibition Kickstarter Fund; Grant from Mid-Hudson Valley Heritage Area	\$55,000	Secured
Project Management	SSPM Cash Reserves; Exhibition Kickstarter Fund; Grant from Mid-Hudson Valley Heritage Area	\$42,000	Secured
		Total DRI Funding Request	\$600,000
		Total Funding from Other Sources	\$97,000
		Total Project Cost	\$697,000
		DRI Request % of Total Project Cost	86%

SSPM Cash Reserves: \$52,000;
Exhibition Kickstarter Fund: \$35,000;
Grant from Mid-Hudson Valley Heritage Area: \$10,000

Feasibility and Cost Justification



Cost estimates were provided by the Sing Sing Prison Museum based on national industry standards. The budget assumes an estimated cost of \$850 per square foot for exhibition fabrication, which could vary depending on materials and technology. Assuming \$850 per square foot, the exhibition cost will be \$425,000. In addition, design, contingency, and project management are estimated at 10% of the exhibition cost. The budget also includes renovation of 65 Central Avenue, which is estimated at \$100 per square foot and will include customizations for the Sing Sing Prison Museum and ADA-accessibility improvements. Finally, the budget includes the deinstallation of the Sing Sing Prison exhibit at the Joseph G. Caputo Community Center. It is possible that this cost will decrease if the Village of Ossining Public Works can provide assistance in removing the wall panels and artifacts.

PROJECTS PROPOSED FOR DRI FUNDING

The Preview Center will function as a destination for local visitors and tourists alike. Capitalizing on Westchester County's already large tourism industry, this project is anticipated to attract 10,000 visitors per year and add roughly \$1,000,000 to the local economy. By locating within the Olive Opera House, which is in the heart of downtown, the project is anticipated to bolster patronage and visitation to Downtown Ossining and drive economic development along its historic Main Street corridor.

Regulatory Requirements

In June 2022, the Sing Sing Prison Museum's Board of Trustees authorized a five-year lease at the Olive Opera House building. The Sing Sing Prison Museum will coordinate with the Village of Ossining's Planning and Building Departments to ensure that all regulatory requirements are satisfied. An initial assessment of the work indicated the need for a conditional use permit, which will be confirmed as renovation plans are solidified.

Images of Current and Proposed Conditions

Recently renovated space within the Olive Opera House to be utilized for the Sing Sing Prison Museum Preview Center




Conceptual rendering of the proposed Sing Sing Prison Museum Preview Center



PROJECTS PROPOSED FOR DRI FUNDING

Timeframe for Implementation and Project Readiness



Project Stage	Timeframe
Exhibit Design	6 Months
Exhibit Fabrication and Installation/ Building Renovation	9 to 12 Months
Total Timeframe	15 to 18 Months



Rendering for proposed streetscaping in the Station Plaza neighborhood to improve connectivity



Enhance Streetscaping in the Station Plaza Neighborhood to Improve Connectivity

DRI Funding Request

\$857,000

Total Project Cost

\$857,000

Project Description

Public Improvement Project

Located in the waterfront area of Ossining, the Station Plaza neighborhood is adjacent to the Ossining Metro-North Railroad Station. Historically, the neighborhood had been characterized by industrial uses. Today, the neighborhood is comprised of single and multi-family homes as well as a variety of commercial businesses. In the future, the neighborhood will also include a new mixed-use development at a former Department of Public Works transfer station located at 30 Water Street and an extension of the Sing Sing Kill Greenway, which will connect Station Plaza to the Main Street corridor.

The Village of Ossining will implement a variety of streetscaping enhancements with the aim of creating a cohesive sense of place and enhancing the connections between the Ossining Metro-North Railroad Station, the Station Plaza neighborhood, and the Main Street corridor. Specifically, the enhancements will include:

- ▶ Introduction of stamped asphalt on South Water Street, in recognition of its historic character.
- ▶ Asphalt resurfacing along Secor Road and Lower Main Street.
- ▶ Sidewalk widening and creation of outdoor dining areas along Depot Plaza and Lower Main Street.

PROJECTS PROPOSED FOR DRI FUNDING

- Redesign of median landscaping, planting of new trees, repair of a retaining wall, and installation of decorative fencing at Village-owned parking lots.

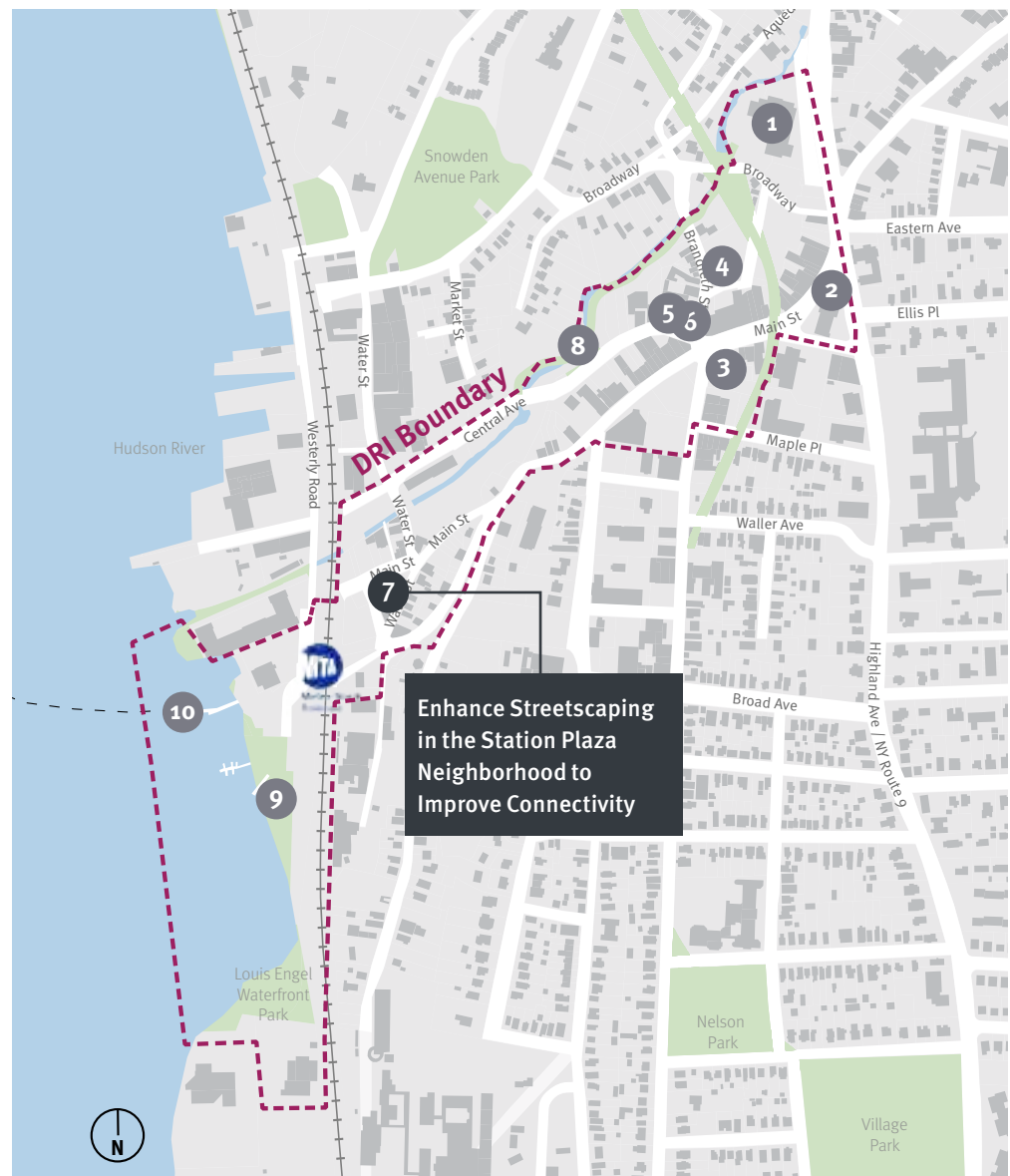
These enhancements will complement site improvements that will be undertaken in connection to the new mixed-use development at 30 Water Street.





In addition, site-specific urban design treatments will be proposed for the intersection of Lower Main Street and Depot Plaza as well as the intersection of South Water Street and Secor Road, both of which are important gateways to the Station Plaza neighborhood and the Main Street corridor.

Project Location



The project location includes the following streets within the Station Plaza neighborhood: Lower Main Street, Water Street, South Water Street, Depot Plaza, and Quimby Street.



Project Sponsor		The sponsor of the project is the Village of Ossining.	
Property Ownership		The areas identified for streetscaping enhancements are owned and maintained by the Village of Ossining.	
Capacity		<p>The Village of Ossining’s Village Manager will manage the project working with the Director of the Department of Public Works.</p> <p>The Village has completed several streetscaping projects within recent years, including along Central Avenue and Secor Road, at the intersection of Broad Avenue and Spring Street, and at Duer’s Circle and Broadway, where upgrades were made in conjunction with the rehabilitation of Ossining’s iconic Double Arch Bridge and the Broadway Bridge. All streetscaping projects included ADA accessibility.</p> <p>This summer, the Village will be undertaking the redesign of its historic “Five Corners” intersection, where Main Street, Spring Street, Brandreth Street, and Central Avenue meet. The project will implement pedestrian safety upgrades, ADA accessibility, and signaling at this important intersection.</p>	
Strategies		DRI Strategies <ul style="list-style-type: none">› Implement streetscaping and wayfinding improvements to enhance the pedestrian experience and support pedestrian circulation between the public waterfront, the Ossining Metro-North Station, and the Main Street corridor.› Leverage planned projects—namely the Five Corners intersection improvements and the Route 9 Road Diet—that will enhance safety, access, and circulation for all roadway users, including pedestrians, bicyclists, and drivers.› Implement public realm improvements that strengthen Downtown Ossining’s unique sense of place and make it an attractive destination for businesses, residents, and visitors.	REDC Strategies <ul style="list-style-type: none">› Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.

Decarbonization Strategies and Benefits



Decarbonization strategies are not required for this project. However, elements of the project will broadly promote the Village of Ossining's sustainability efforts. Specifically, widening sidewalks to enhance the pedestrian experience will increase pedestrian traffic between the Ossining Metro-North Railroad Station and the historic Main Street corridor, thereby decreasing automobile usage and reducing carbon emissions. Additionally, the redesign of median landscaping and planting of new trees will enrich the community's biodiversity, help manage stormwater during rain events, and alleviate the urban heat island effect.

Anticipated Revitalization Benefits



Short-term benefits include physical improvements to the condition of streets, sidewalks, and parking lots within the Station Plaza neighborhood and contribution to the creation of a cohesive sense of place. Sidewalk widening will enhance the pedestrian experience and improve walkability within the Station Plaza neighborhood, while also providing new opportunities for outdoor dining. In addition, site-specific urban design interventions at key intersections will promote connectivity between the Ossining Metro-North Railroad Station and the historic Main Street corridor.

Longer-term benefits include enhanced commercial performance of businesses at Station Plaza as well as businesses within the Main Street corridor due to increased pedestrian activity and improved connectivity.

Public Support



This project has received public support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, participants expressed interest in renovating sidewalks to accommodate people with disabilities, making the streets safer for pedestrians and drivers, and adding parking. Participants in Community Meeting 3 and respondents to the corresponding online survey expressed support for this project. The LPC expressed their support for the project, highlighting that the Station Plaza neighborhood is in need of streetscape improvements, which would improve the quality of life for residents and also facilitate connections between the Metro-North Station and the Main Street corridor.

Jobs Created



Streetscaping enhancements at Station Plaza would not generate direct jobs.

Project Budget
and Funding
Sources



Project Activity	Funding Source	Amount	Status of Funds
Stamped asphalt	DRI Funding	\$69,000	DRI Funding Requested
Asphalt resurfacing	DRI Funding	\$162,000	DRI Funding Requested
Median landscaping	DRI Funding	\$312,000	DRI Funding Requested
Sidewalk widening	DRI Funding	\$78,000	DRI Funding Requested
Retaining wall repair	DRI Funding	\$67,000	DRI Funding Requested
Decorative fencing	DRI Funding	\$57,000	DRI Funding Requested
Engineering and design	DRI Funding	\$112,000	DRI Funding Requested
		Total DRI Funding Request	\$857,000
		Total Funding from Other Sources	\$0
		Total Project Cost	\$857,000
		DRI Request % of Total Project Cost	100%

Feasibility
and Cost
Justification



The cost estimate for this project was developed in consultation with the Village of Ossining Public Works, the Village of Ossining Planning Department, and Trophy Point, a professional cost estimating firm. The cost estimate accounts for contingency and cost escalation. Through the proposed enhancements of this project, the character of the Station Plaza neighborhood would be restored to its historic appeal and will enhance the connections from upper downtown to the waterfront, increasing visibility and economic growth for the businesses in this neighborhood.

Investment in streetscaping improvements in the Station Plaza neighborhood would improve the quality of life for area residents and help create a cohesive sense of place. The project would provide new opportunities for outdoor dining for local businesses and enhance the pedestrian experience, thereby encouraging connectivity between the Ossining Metro-North Railroad Station and the historic Main Street corridor and boosting economic activity within Downtown Ossining.

Regulatory
Requirements



Street resurfacing and sidewalk widening will be done in accordance with all local, state, and federal regulations regarding roadway design and traffic operations.

Images of Current
and Proposed
Conditions



Current conditions at the intersection of Water Street, South Water Street
and Main Street



Proposed enhancements to the intersection and surrounding roadways to improve
the pedestrian experience and walkability



Examples of proposed roadway and sidewalk enhancements to improve the Station
Plaza neighborhood.



Timeframe for
Implementation
and Project
Readiness

It is expected that the design and construction of the public plaza at Market Square could be completed within twelve months of contract execution with New York State.

Project Stage	Timeframe
Design	6 Months
Bid Process and Procurement	3 Months
Construction	6 Months
Total Timeframe	15 Months



Natural stone ramp fish ladders to allow wildlife to navigate past barriers in the Sing Sing Kill.



Enhance the Sing Sing Kill Greenway as a Community and Environmental Asset

DRI Funding Request

\$375,000

Total Project Cost

\$400,000

Project Description



Public Improvement Project

Visionary leadership resulted in the creation of the Sing Sing Kill Greenway, a greenspace in the heart of Downtown Ossining. When a sanitary sewer line along the Sing Sing Kill required substantial repairs in 2015, the Village of Ossining repaired and enhanced the resilience of the sewer main while also building an impressive pedestrian path along the Kill that runs east-west through the heart of Downtown Ossining. With a shady tree canopy above and a rushing stream below, the elevated walkway originates at the Joseph G. Caputo Community Center and passes under the iconic Double Arch Bridge. As part of a new mixed-use development at a former Department of Public Works transfer station located at 30 Water Street, the Sing Sing Kill Greenway will be extended, thereby connecting the Station Plaza neighborhood and the Main Street corridor.

The proposed project aims to build on the creation and coming extension of the greenway with new interactive signage and ecological enhancements. These enhancements will improve connectivity within Downtown Ossining and better position the Sing Sing Kill Greenway as a destination for residents and visitors alike. The project includes two components: the installation of three rock ramp fish ladders on the Sing Sing Kill as well as the development and installation of site-specific interactive signage along the existing greenway.

Interactive Signage

New site-specific interactive signage will be developed and installed along the greenway trail. The signage will orient pedestrians along the Sing Sing Kill Greenway and improve connectivity between the historic Main Street corridor and the waterfront. It will also educate pedestrians on the significance of historic resources, including the iconic Double Arch Bridge, as well as the ecological resources within the Kill, with an emphasis on the importance of habitat preservation for local wildlife.

Ecological Enhancements

The installation of the three natural stone ramp fish ladders would allow wildlife, specifically eels and other fish species including the Alewife, to navigate past barriers in the Sing Sing Kill and migrate upstream from the Hudson River through the Kill to spawn. Such fish ladders are constructed using large rocks and timber logs, which create pools and falls, allowing fish to easily pass over them. Through the installation, it is anticipated that the fish ladders would help to restore the eel population as well as serve to preserve other species within the Kill and Hudson River.

The three natural stone ramp fish ladders would be installed at the following locations:

- › **Fish ladder 1** would be installed at a barrier consisting of a concrete encasement for an existing municipal sewer line, replicating a small dam.
- › **Fish ladder 2** would be installed at the end of the brick race under the Old Croton Aqueduct Double Arches structure.
- › **Fish ladder 3** would be installed at a culvert which has a freefall of approximately 0.7 feet. Minor modifications would be needed to enable fish passage through the culvert.

Project Location



Project Sponsor



The sponsor of the project is the Village of Ossining.

Property Ownership



The Village of Ossining controls the project property, either by owning the parcels outright or via public access easements where the Sing Sing Kill Greenway runs along private parcels.

Capacity



The Village of Ossining’s Village Manager will manage the project, working with a project management team that includes the Director of Public Works, the Water Superintendent/Facilities Manager, and the Recreation Superintendent. The Village manages large-scale capital projects routinely, including the installation of the Sing Sing Kill Greenway.

Strategies



DRI Strategies

- › Implement streetscaping and wayfinding improvements to enhance the pedestrian experience and support pedestrian circulation between the public waterfront, the Ossining Metro-North Station, and the Main Street corridor.
- › Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.
- › Leverage the scenic waterfront, access to the Hudson River, and close relationship with the Village of Haverstraw to expand tourism and strengthen the Village of Ossining as a destination.

REDC Strategies

- › Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
- › Grow the tourism industry in a way that is balanced and sustainable.

Decarbonization
Strategies and
Benefits



Decarbonization strategies are not required for this project. However, elements of the project will broadly promote the Village of Ossining’s sustainability efforts. Specifically, the project will enhance an existing pedestrian connection between the historic Main Street corridor to the waterfront, thereby decreasing automobile usage and reducing carbon emissions.

Anticipated
Revitalization
Benefits



In the short-term, the project will enhance the visual and aesthetic character of the Sing Sing Kill Greenway and strengthen the Village’s unique sense of place through the installation of interactive signage that highlights unique resources and assets. The project would create an outdoor classroom for residents and visitors alike, highlighting the importance of the local habitat and waterways.

In the longer-term, the project will enhance connectivity between the Main Street corridor and the waterfront, which would boost economic activity within the DRI area. The project would also help make the greenway an attraction in its own right, drawing residents and visitors to Downtown Ossining. It would also bolster and support wildlife in the Sing Sing Kill, specifically assisting eels in migrating upstream from the Hudson River to spawn and helping to restore the eel population and population of other fish species to the Hudson River.

Public Support

This project has received public support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public supported increasing educational opportunities via interactive signage highlighting environmental features. Participants in Community Meeting 3 and respondents to the corresponding online survey continued to express support. Similarly, the LPC expressed their support for the project, recognizing the Sing Sing Kill Greenway as a special asset and a potentially unique destination for residents and visitors.

Jobs Created

Enhancement of the Sing Sing Kill Greenway would not generate direct jobs.

Project Budget
and Funding
Sources

Project Activity	Funding Source	Amount	Status of Funds
Fish Ladders	DRI Funding	\$300,000	DRI Funding Requested
Interactive Signage	DRI Funding Village of Ossining	\$75,000	DRI Funding Requested
		\$25,000	Secured
		Total DRI Funding Request	\$375,000
		Total Funding from Other Sources (Project Sponsor)	\$25,000
		Total Project Cost	\$400,000
		DRI Request % of Total Project Cost	94%

Feasibility
and Cost
Justification

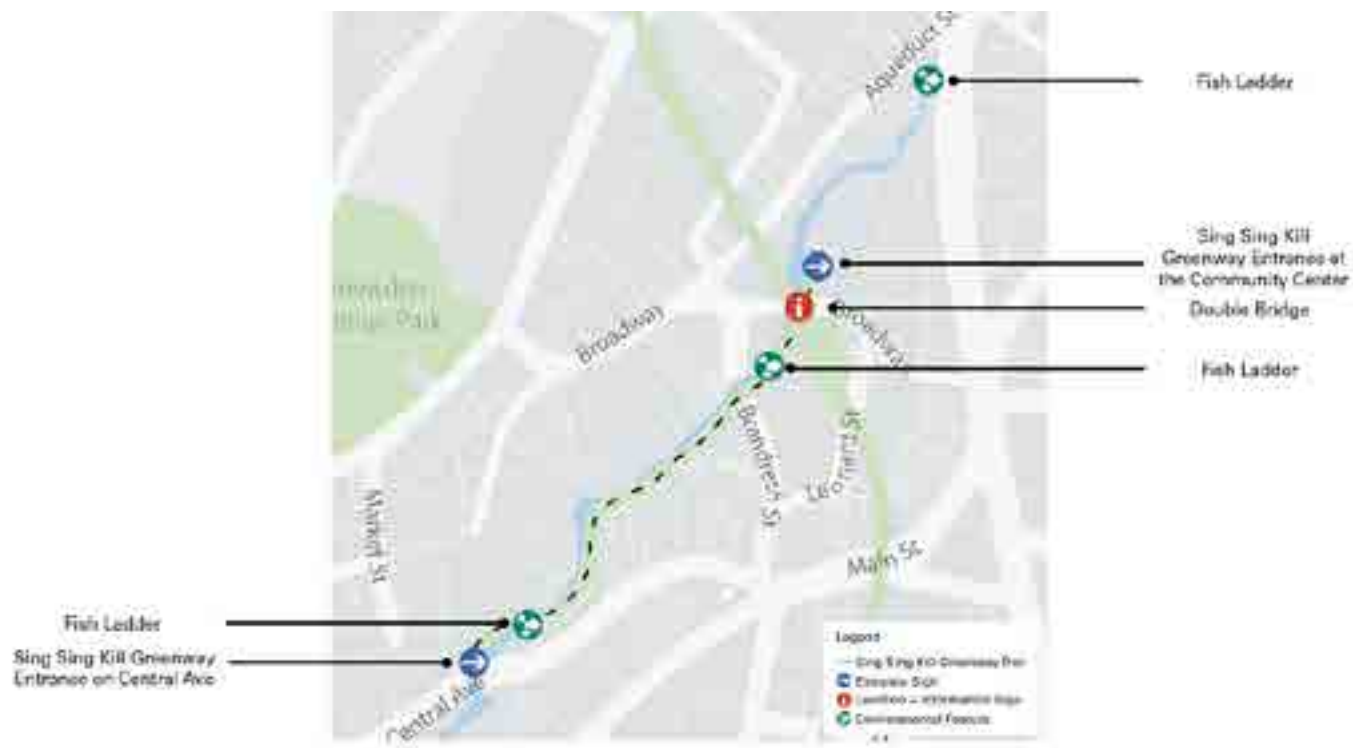
The cost estimate for this project was developed in consultation with the Village of Ossining’s Office of the Village Manager. This project will make the Sing Sing Kill Greenway an attraction in its own right, strengthening the Village’s unique sense of place by enhancing a unique asset and drawing residents and visitors to Downtown Ossining. It will also strengthen connectivity between the Main Street corridor and the waterfront, boosting economic activity within DRI area.

Regulatory Requirements

A wetlands permit from the Village will be required for any work to take place within the Sing Sing Green Kill.

Images of Current and Proposed Conditions

Illustrative map identifying the locations of the proposed fish ladders and signage



Current conditions of the Sing Sing Kill



Installation of natural stone ramp fish ladders would allow wildlife to navigate past barriers and would help to restore the eel population as well as serve to preserve other species within the Sing Sing Kill and Hudson River.



Current conditions along the Sing Sing Kill Greenway



Installation of new site-specific interactive signage will orient pedestrians along the Sing Sing Kill Greenway; improve connectivity between the historic Main Street corridor and the waterfront; and will educate pedestrians on the significance of historic resources as well as the ecological resources within the Kill



Location Map
The Meadow Garden, Kennett Square, PA



Waverley Park
Mulgrave, Australia



Adelaide Wayfinding
Adelaide, Australia



Fish Identification Guide
East Falls, Philadelphia, PA

Timeframe for
Implementation
and Project
Readiness

The final designs for this project will be completed within a year. The installation of Ladders 2 and 3 and signage would commence immediately thereafter. Because the extension of the Sing Sing Kill Greenway will be built concurrent with the new mixed-use development at the former Department of Public Works transfer station at 30 Water Street, installation of Ladder 1 and the corresponding signage will likely be installed during summer of 2024.

Project Stage	Timeframe
Final Design	12 months
Installation of Ladders 2 and 3 and Signage	4 months
Installation of Ladder 1 and Signage	4 months
Total Timeframe	20 Months



Proposed Ossining Sail performance space at the Louis Engel Waterfront Park



Upgrade the Louis Engel Waterfront Park Performance Space

DRI Funding Request

\$600,000

Total Project Cost

\$1,200,000

Project Description



The Town of Ossining plans to improve its Hudson River waterfront through capital improvements at the Louis Engel Waterfront Park, which would include the construction of a new performance space, known as the Ossining Sail. The park is currently a major hub for community events, such as the Town’s annual summer concert series, which brings in hundreds of people weekly and provides opportunities for local businesses such as food trucks and restaurants.

Currently, the Town has a small stage that serves as the main location for these events, but it is in need of replacement to maximize the useable space in the park and improve opportunities for performances. The existing stage is exposed to the elements and lacks the technology needed to host large events and accommodate the needs of performers. The installation of a new state-of-the-art performance space in the park will allow the Town to provide additional recreation and entertainment programming as well as new opportunities for economic development. The design of the Ossining Sail performance space is influenced by maritime imagery, evoking masts and a sail catching the wind.

This project will coincide with the planned relocation of the existing park comfort station, which, when moved, will increase the area in the park to allow for a greater number of visitors to attend community events and safely enjoy the park. When the stage is not in use, the lawn area will provide visitors with play space.

PROJECTS PROPOSED FOR DRI FUNDING

In the past, the Town has partnered with the Sing Sing Prison Museum and Bethany Arts Center to produce performances in line with the mission of Sing Sing Prison Museum. With the anticipated opening of Sing Sing Prison Museum Preview Center in the next few years, the Town plans to continue this partnership (in addition to partnerships other organizations) to increase Ossining's visibility and put it on the map for the creative arts.

Project Location



The project is located at the Louis Engel Waterfront Park at 25 Westerly Road. Louis Engel Waterfront Park is located adjacent to the Village pier and the NY Waterway Ferry landing.



Project Sponsor



The sponsor of the project is the Town of Ossining, which owns the Louis Engel Waterfront Park.

**Property
Ownership**



The sponsor of the project is the Town of Ossining, which owns the Louis Engel Waterfront Park.

Capacity



The Town of Ossining Supervisor’s Office, Building Department, and Recreation and Parks Department have a history of undertaking and implementing successful public open space and recreational improvement projects. The Town has overseen several state and federal grants, including multiple Community Development Block Grants, FEMA disaster recovery grants, state and municipal facilities grants, multi-modal grants, and NYSDEC grants under the Climate Smart Communities program, among other programs. The Town of Ossining Supervisor’s Office is also responsible for overseeing the Town’s annual budget of approximately \$16 million and the capital budget, which totaled over \$3 million in 2022 and included \$1 million in parks improvements alone. The Town of Ossining Supervisor’s Office, Town Engineer, Building Inspector, and environmental planning consultant will assist in overseeing the project and coordinate with the Recreation and Parks Department for maintenance and operation of the proposed performance space.

**Project
Partners**



The Town is collaborating with Westchester County (via Community Development Grants) and the New York State Department of Environmental Conservation on a comprehensive redesign and reconstruction of this park. County and DEC resources are supporting the relocation of a comfort station. While the comfort station project is separate from the proposed DRI project, there will be coordination between relocation of the comfort station and the construction of the Ossining Sail performance space.

Strategies



DRI Strategies

- ▶ Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- ▶ Implement public realm improvements that strengthen Downtown Ossining’s unique sense of place and make it an attractive destination for businesses, residents, and visitors.
- ▶ Create and enhance public spaces for community events, active and passive recreation, and arts and cultural programming within Downtown Ossining.
- ▶ Leverage the scenic waterfront, access to the Hudson River, and close relationship with the Village of Haverstraw to expand tourism and strengthen the Village of Ossining as a destination.

REDC Strategies

- ▶ Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
- ▶ Grow the tourism industry in a way that is balanced and sustainable.

**Decarbonization
Strategies and
Benefits**

Decarbonization strategies are not required for this project. However, the Town of Ossining recognizes that this project is located along the banks of the Hudson River and is therefore susceptible to inundation by flooding and sea level rise. The Town is committed to ensuring this structure is resilient against these impacts of climate change and will coordinate this project with the Climate-adaptive Design (CaD) studio, a program of the Hudson River Estuary Program.

**Anticipated
Revitalization
Benefits**

The proposed stage will respond to the Town’s need for recreational spaces and community gathering spaces to enhance the livability of the area and attract new visitors to Ossining’s waterfront. In the longer term, the construction of a new state-of-the-art performance space in the park will allow the Town to draw from a larger talent pool for concerts and other types of performance art and allow for more community gatherings. It is anticipated that this new performance space will bring tourism and economic activity to the Ossining waterfront, driving economic activity in Ossining’s downtown and increasing interest in the community. The Town will continue partnering with the Sing Sing Prison Museum and other organizations to host performances and events at the park. Additionally, the unique design of the Ossining Sail is meant to connect to the river, evoking a ship’s masts and sails, which adds a unique artistic focal point to the waterfront complemented by the sculptures at the adjacent Henry Gourdine Park.

Public Support

This project has received public support throughout the DRI planning process. At Community Meeting 2 and in the corresponding online survey, members of the public expressed interest in a more permanent, covered stage as well as excitement for additional waterfront concerts and activities to draw people to the downtown. Participants in Community Meeting 3 and respondents to the corresponding online survey expressed a support for the project. The LPC expressed support for the project, highlighting the need to enhance the waterfront to attract residents and visitors.

Jobs Created

No direct jobs are anticipated to be created by this project.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget
and Funding
Sources



Project Activity	Funding Source	Amount	Status of Funds
Construction of Performance Space	DRI Funds	\$600,000	DRI Funding Requested
	Town of Ossining	\$600,000	Secured
		Total DRI Funding Request	\$600,000
		Total Funding from Other Sources	\$600,000
		Total Project Cost	\$1,200,000
		DRI Request % of Total Project Cost	50%

Feasibility
and Cost
Justification



The Town of Ossining engaged HDR, an architecture and engineering firm, to develop conceptual designs and cost estimates for a new stage. HDR estimated the total cost of construction to be approximately \$1,200,000, and this estimate was reviewed internally by the Town’s planner and engineers for consistency with other construction projects that have been recently completed by the municipality. Cost escalation was incorporated into the cost estimate in accordance with the estimated project timeline.

The proposed structure will add another attraction to the Ossining waterfront, which has undergone a renaissance in recent years with new park amenities, a restaurant, and new public art, among other improvements. This performance venue will continue to enhance Ossining’s waterfront by encouraging more social and economic activity along the waterfron

Regulatory
Requirements



The project would require a building permit from the Town of Ossining’s Building Department and compliance with New York State Environmental Quality Review.

Images of Current
and Proposed
Conditions



Representative photograph of the park without a performance space



Proposed Ossining Sail performance space



Existing performance space at the park



Illustrative rendering of the Ossining Sail



Timeframe for
Implementation
and Project
Readiness

The Town of Ossining along with its architect, HDR, has begun preliminary design of the performance space as part of their overall Louis Engel Waterfront Park upgrades. The Town will go through a public bid process, which would be approximately three months for bid development, advertisement, and selection.

Project Stage	Timeframe
Development of Final Design & Bid Specifications	7 Months
Public Bid & Selection Process	3 Months
Construction	5 Months
Total Timeframe	15 Months



The NY Waterway ferry docked at the Ossining pier.



Launch Pilot Project to Expand Haverstraw-Ossining Ferry Service to Weekends

DRI Funding Request

\$100,000

Total Project Cost

\$490,000

Project Description

The Villages of Haverstraw and Ossining are currently connected by a weekday ferry service operated by New York Waterway. Given the proximity of the Village of Ossining’s ferry stop to the Ossining Metro-North Railroad Station, the weekday service is especially valuable for Haverstraw-based residents seeking access to New York City via Grand Central Station. However, the current service only operates on weekdays during peak commuting hours.

In order to make their downtowns more accessible to each other as well as the larger regional population, the Villages of Haverstraw and Ossining seek to expand the existing NY Waterway service to include weekends. DRI funding will be used to support a weekend pilot program that will begin in mid-April 2024 and continue to October 2024. Hourly service will be provided on Saturdays and Sundays for an estimated 50 weekend days over a period of 25 weeks.

The program is aimed at increasing the patronage of both Villages’ commercial establishments as well as increasing visitation by tourists to their downtowns and waterfronts. Although the program is only a pilot program, the program will be closely evaluated to determine the feasibility of making the service permanent.

As will be defined in a Memorandum of Understanding between the Villages, the program will be jointly managed by the Villages, while the service will be operated under contract with NY Waterway with support from MTA Metro-North Railroad. Key implementation steps for

the project include: completion of a contract with NY Waterway; production of a marketing strategy for promoting the service and maximizing patronage of upland attractions; and commencement and ongoing operation of service, which will include ongoing performance evaluation of the service.

Both Villages will coordinate and set events that coincide with the weekend ferry services. These events will be identified and scheduled prior to the commencement of the pilot program. The Villages propose developing a marketing campaign with Rockland and Westchester County tourism as well as Metro-North and New York Waterway to circulate notice of the weekend ferry service and event dates. Both Villages will undertake coordinated local marketing of this program and events

As part of the performance evaluation, a survey will be developed to distribute to riders to obtain feedback. Example survey topic areas include:

- › Information on the service—How did the rider hear about the weekend services?
- › Interest in the ferry—Why did the rider choose to take the ferry? (i.e. interest in a ferry ride, attendance at an event, transportation alternative, etc.)
- › Feedback on pricing and potential pricing ranges—What are the rider’s thoughts about the pricing and how much would they be willing to pay?
- › Frequency of ridership—How often does the rider anticipate riding the ferry?
- › Hours of operation—Are the hours of operation appropriate for the riders’ needs and special events?

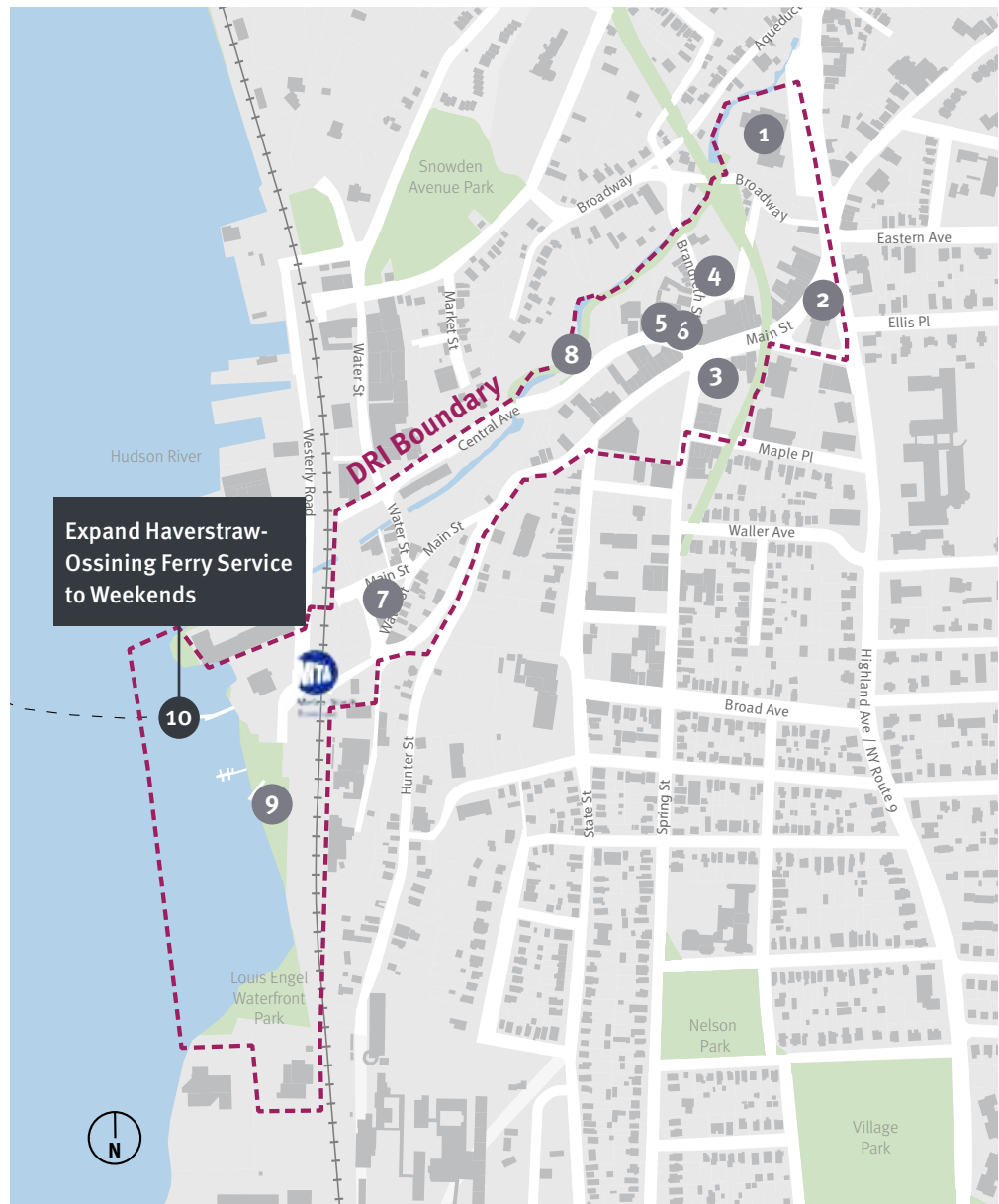
This program will be considered a success if one of the following scenarios comes to pass:

- › At the end of the program, ticket purchases did not require any subsidy or very little subsidy. This will require 700 riders per day, as opposed to the 400 proposed in the pilot program budget. This scenario clearly demonstrates that the weekend service is viable long-term.
 - › On days when events were taking place, ticket purchases did not require any subsidy or very little subsidy. The scenario will demonstrate that this program could turn into weekend ferry service coinciding with events.
 - › On days when there were no events taking place, the weekend ferry service met the average daily weekday ridership and, on days when there were events, the weekend ferry service exceeded the average daily weekday ridership. This scenario will demonstrate interest in the weekend ferry service, but the Villages will need to determine how to make the program financially viable with the ridership it received.
-

Project Location



The project will link the ferry stations in the Villages of Ossining and Haverstraw through extended ferry service across the Hudson River. Both ferry stations are located within the DRI areas of their respective localities.



Project Sponsor



The Village of Ossining is the sponsor for this project. The Village of Haverstraw is the sponsor of the same project in its DRI Strategic Investment Plan.

Property Ownership



This project will be a joint project and will be managed by both Villages. The ferry is owned and operated by NY Waterway; however, the service will be operated under contract with both Villages. Both ferry stations are located on public land owned by the respective locality.

Capacity



The Village Manager of Ossining and the Mayor of Haverstraw will jointly manage the project.

The Village of Ossining has an extensive track record of soliciting and managing consultants for a range of planning and evaluative tasks, including for its 2021 Comprehensive Plan.

The Village of Haverstraw contracts with professional planning and engineering firms that will assist Village staff with project implementation and management. With the assistance of these firms, the Village has conducted several revitalization efforts, including a comprehensive plan update in 2021, complex private waterfront and downtown development, and public improvements, such as streetscapes and park improvements. The Village also has experience managing small state grants, such as annual CDBG grants to larger multi-million-dollar projects such as the Village’s NYSDOT Streetscapes grant.

The project to expand Haverstraw-Ossining ferry service to weekends will require both Villages to draw upon many years of successful partnership with each other and with the MTA and NY Waterway to operate the existing weekday ferry service. The Villages have already begun preliminary discussions with MTA and NY Waterway about the potential establishment of a weekend ferry service. The Villages will also retain the services of a consultant to help create a promotional strategy for the expanded service and track its performance.

Project Partners



The Villages of Ossining and Haverstraw will contract with NY Waterway to operate the pilot program. The MTA will also provide some assistance to the project in the form of marketing the ferry connection to the Ossining Metro-North Station. In addition, the Villages will develop a marketing strategy to ensure that the pilot project is appropriately promoted and also evaluated with regard to its potential for becoming a permanent service. The marketing campaign will be designed to include information on events and promotion of the weekend service. Both Villages will coordinate with MTA and NY Waterway on various advertising media available and identify target audiences.

Strategies



DRI Strategies

- Invest in sustainable transportation infrastructure and promote multi-modal access to Downtown Ossining, with a focus on electric vehicle charging, electric bicycle facilities, and expanded ferry service.
- Create and enhance attractions that draw residents and visitors alike to Downtown Ossining to support the growth of local businesses.
- Leverage the scenic waterfront, access to the Hudson River, and close relationship with the Village of Haverstraw to expand tourism and strengthen the Village of Ossining as a destination.

REDC Strategies

- Support downtown revitalization and increased community and regional connectivity through planning and infrastructure initiatives, particularly in distressed communities.
- Enhance the natural, historic, and cultural assets of the region, resulting in improved quality of life for residents and increasing tourism in the region.
- Grow the tourism industry in a way that is balanced and sustainable.

Decarbonization Strategies and Benefits



Decarbonization strategies are not required for this project. The service will help bring new visitors to the Villages through a mass transit service rather than the automobile.

Anticipated Revitalization Benefits



The expansion of this service will benefit the communities on both sides of the Hudson River. The expansion of the ferry service will create an additional tourist attraction, a ferry ride across the river, and the opportunity to visit local shops and restaurants, all of which are less than a 15-minute walk from the ferry station on both sides of the river. In addition, the Village of Ossining has a restaurant located by its ferry station and a new restaurant is proposed by the Haverstraw ferry station. This will create opportunities for increased jobs and tourism in both villages.

Short-term benefits include increased visitor access to the Villages' waterfronts, historic downtowns, cultural attractions, and special events. The infusion of new visitors may also help increase the profitability of local businesses. Weekend ferry service will also allow residents of Haverstraw to take advantage of Metro-North services on the weekend, potentially reducing vehicle trips and encouraging regional tourism.

Longer-term benefits may include a greater number of businesses seeking to locate in the Villages and activation of underutilized buildings. Regional advertising of the additional ferry service will also result in promotion of the village itself. The availability of ferry service also carries environmental benefits by reducing the number of automobile trips generated by increased visitation, assisting the Village of Ossining in its goal of promoting various modes of transportation.

Public Support



During the summer of 2019, the Village of Haverstraw operated a special ferry service to help bring visitors from the Village of Ossining to a special food festival hosted on its waterfront. Ferry ridership was estimated to be as high as 3,000 visitors.

Throughout the Village of Ossining's DRI planning process the public and the LPC expressed support for this project. At Community Meeting 2 and in the corresponding online survey, members of the public expressed interest in increasing traffic between the two Villages to increase potential tourism while boosting the local economies. The project also received support from participants in Community Meeting 3 as well as respondents to the online survey. The LPC expressed support for the project, highlighting the need for various modes of transportation in the Village.

Jobs Created



The project will not generate direct jobs over the long term; however, the success of the ferry service in raising the profile of the two Villages' downtowns could lead to greater commercial investment, including job-generating local businesses.

PROJECTS PROPOSED FOR DRI FUNDING

Project Budget
and Funding
Sources

The total cost of the project is \$490,000 and will be paid for through a combination of DRI funding, passenger revenue, and contributions from the Village of Haverstraw and Village of Ossining.

Project Budget
and Funding
Sources

Project Activities	Funding Source	Amount	Status of Funds
Operational Costs	\$410,000	Estimated Farebox Revenues: \$240,000	To be collected during operation
		Ossining DRI Funds: \$85,000	Requested
		Haverstraw DRI Funds: \$85,000	Requested
Performance Evaluation	\$50,000	Ossining DRI Funds: \$15,000	Requested
		Haverstraw DRI Funds: \$15,000	Requested
		Ossining Local Contribution: \$10,000	Secured
		Haverstraw Local Contribution: \$10,000	Secured
Marketing Campaign	\$30,000	Ossining Local Contribution: \$15,000	Secured
		Haverstraw Local Contribution: \$15,000	Secured
		Total DRI Funding Request	\$100,000
		Total Funding from Other Sources	\$390,000
		Total Project Cost	\$490,000
		DRI Request % of Total Project Cost	20%

Feasibility and Cost Justification



NY Waterway provided the Villages with a cost estimate of \$410,500 for running service on weekend days for 25 weekends, a total of 50 days. Approximately 42 percent of this cost estimate will be paid through the DRI request for \$100,000 from each Village (a total DRI request of \$200,000). Approximately 400 passengers are estimated to use the service each weekend day, but this number could be significantly higher, especially during weekends when there is special event programming occurring in either village. Passengers will pay \$6 per trip or \$12 per round trip. Based upon this ridership estimate, farebox revenues will fund the remainder of the operating costs (\$240,000) that are not covered by DRI funding. Based on public feedback during the Village of Ossining's comprehensive plan update process and through the DRI process, the Village estimates that there is sufficient demand for weekend service. Commuter ferry ridership during the week has decreased since 2020, likely due to the regional decline in Metro-North weekday ridership as workers have not fully returned to offices. However, weekend ridership on Metro-North is recovering more quickly with summer 2022 ridership levels of at least 90% of pre-pandemic levels.

Each Village will contribute \$25,000 to a "Joint Ferry Fund." This fund will be used to pay for performance evaluation and operational costs.

Regulatory Requirements



The project will require the execution of a formal Memorandum of Understanding between the Villages of Haverstraw and Ossining. This memorandum will need to be approved by the legislative bodies of each Village. The MTA has already authorized the Villages to contract with NY Waterways to provide a connecting service to its station in the Village of Ossining. Regulatory requirements include:

- ▶ Inform and consult with:
 - NY Metropolitan Transportation Council.
 - Hudson River Navigation and Safety Committee.
 - Rockland County Sheriff's Department Marine Unit/Westchester County Department of Public Safety Marine Unit.
 - Local law enforcement for search and rescue.
- ▶ Ensure all required U.S. Coast Guard approvals are received prior to the initiation of additional ferry service.
- ▶ Ensure compliance with SEQRA requirements, if applicable.

Images of Current
and Proposed
Conditions



Current and proposed conditions resulting from this project will visually be the same because the project involves a pilot program for expansion of service. Images below show the ferry and the ferry route between Haverstraw and Ossining, which will remain the same.

The NY Waterway ferry docked at the Haverstraw pier



Haverstraw-Ossining ferry route.



Timeframe for
Implementation
and Project
Readiness

The project is not expected to begin until the spring of 2024 to allow for other DRI projects to be implements, which will serve as attractions in each Village.

Project Stage	Timeframe
Completion of Memorandum of Understanding Between Villages of Haverstraw and Ossining	1 Month
Compliance with regulatory requirements	2 Months
Solicitation and Engagement of Marketing and Service Evaluation Specialist	2 Months
Operation of Service	5 Months
Evaluation of Service	2 Months
Total Timeframe	12 Months

Supporting Projects

The LPC identified additional projects that support to the Village of Ossining's vision and goals but were not selected for DRI funding. However, these projects are strong candidates for other sources of funding and would complement the strategic investments represented by the recommended projects.



Create A Permanent Public Art Installations Along The Waterfront

“Reboot” the community sculpture display program for its 10-year anniversary (2023) to install permanent public art installations throughout the Downtown Waterfront District.

Responsible Party

Village of Ossining

Preliminary Project Costs

\$125,000

Sponsor Type

Public



Extend the Village Pier to Enhance Hudson River Access

Extend the existing pier to accommodate active working ships like the Schooner Apollonia, delivering hops, flour, and other supplies to local Ossining businesses.

Responsible Party

Village of Ossining

Preliminary Project Costs

\$1,500,000

Sponsor Type

Public



Launch a Free Public Wi-Fi Network in Downtown Ossining

Provide Wi-Fi services throughout the Main and Spring Street corridor, as well as at Henry Gourdine Park along the waterfront.

Responsible Party

Village of Ossining

Preliminary Project Costs

\$150,000

Sponsor Type

Public



Create a Marketing and Branding Strategy with Wayfinding Signage

Develop a marketing and branding strategy in tandem with a wayfinding program will bolster the economic and cultural vitality of the DRI area's business district.

Responsible Party

Village of Ossining

Preliminary Project Costs

\$300,000

Sponsor Type

Public



Village of Ossining
DOWNTOWN REVITALIZATION INITIATIVE



**Downtown
Revitalization
Initiative**